# *East Elk Grove Specific Plan*

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# TABLE OF CONTENTS


SECTION 1. EXECUTIVE SUMMARY ..... 1-1

SECTION 2. INTRODUCTION ..... 2-1
- 2.1. AUTHORITY ..... 2-1
- 2.2. PURPOSE ..... 2-1
- 2.3. DOCUMENT STRUCTURE ..... 2-1
- 2.4. PROJECT BACKGROUND ..... 2-2
- 2.5. CAC ISSUES ..... 2-4
- 2.6. GENERAL PLAN CONSISTENCY ..... 2-8

SECTION 3. PROJECT SETTING ..... 3-1
- 3.1. LOCATION ..... 3-1
- 3.2. SURROUNDING LAND USES ..... 3-3
- 3.3. EXISTING LAND USES AND CONDITIONS - ON-SITE ..... 3-3
- 3.4. SUMMARY OF OPPORTUNITIES AND CONSTRAINTS ..... 3-22

SECTION 4. LAND USE ..... 4-1
- 4.1. INTRODUCTION ..... 4-1
- 4.2. SUMMARY ..... 4-4
- 4.3. RESIDENTIAL ..... 4-9
- 4.4. COMMERCIAL ..... 4-23
- 4.5. INDUSTRIAL ..... 4-35
- 4.6. OPEN SPACE ..... 4-39

SECTION 5. TRANSPORTATION AND CIRCULATION ..... 5-1
- 5.1. INTRODUCTION ..... 5-1
- 5.2. EXISTING CONDITIONS ..... 5-2
- 5.3. SERVICE STANDARDS ..... 5-12
- 5.4. DEVELOPMENT IMPACTS/IMPROVEMENTS (ON-SITE) ..... 5-16
- 5.5. DEVELOPMENT IMPACTS/IMPROVEMENTS (OFF-SITE) ..... 5-31
- 5.6. TRAVEL DEMAND REDUCTION MEASURES ..... 5-39
- 5.7. SPECIFIC PLAN POLICIES ..... 5-43

SECTION 6. PUBLIC SERVICES AND FACILITIES ..... 6-1
6.1. LAW ENFORCEMENT SERVICES ..... 6-1
6.2. FIRE PROTECTION SERVICE ..... 6-4
6.3. SOLID WASTE DISPOSAL SERVICE ..... 6-6
6.4. PARKS ..... 6-8
6.5. SCHOOL FACILITIES ..... 6-16
6.6. LIBRARY FACILITIES ..... 6-22

SECTION 7. INFRASTRUCTURE MASTER PLANS ..... 7-1
7.1. WATER SUPPLY AND DISTRIBUTION ..... 7-1
7.2. SANITARY SEWER FACILITIES ..... 7-12
7.3. DRAINAGE ..... 7-17
7.4. DRY UTILITIES ..... 7-34

SECTION 8. BIOLOGICAL RESOURCES MITIGATION ..... 8-1
8.1. INTRODUCTION ..... 8-1
8.2. IMPACT ASSESSMENT ..... 8-1
8.3. PRESERVATION OF WETLANDS ..... 8-4
8.4. MITIGATION OF WETLAND IMPACTS ..... 8-6
8.5. TREE MITIGATION AND PRESERVATION ..... 8-13
8.6. MITIGATION POLICIES AND MONITORING PLAN ..... 8-14

SECTION 9. FINANCING PLAN AND CAPITAL IMPROVEMENT PLAN ..... 9-1
9.1. INTRODUCTION ..... 9-1
9.2. TRANSPORTATION AND CIRCULATION ..... 9-3
9.3. WATER FACILITIES ..... 9-11
9.4. SANITARY SEWER IMPROVEMENTS ..... 9-14
9.5. DRAINAGE FACILITIES ..... 9-16
9.6. DRY UTILITIES ..... 9-22
9.7. PARKS AND RECREATION FACILITIES ..... 9-22
9.8. FIRE PROTECTION ..... 9-24
9.9. LIBRARY FACILITIES ..... 9-24
9.10. SHERIFF FACILITIES ..... 9-24
9.11. SCHOOLS ..... 9-24

SECTION 10. IMPLEMENTATION/ADMINISTRATION .....10-1
10.1. PLAN REVIEW PROCEDURES.....10-1
10.2. DEVELOPMENT AGREEMENTS.....10-2
10.3. AMENDMENT PROCEDURES .....10-2
10.4. ENFORCEMENT .....10-5
10.5. MITIGATION MONITORING..... 10-6

# APPENDICES

## (BOUND SEPARATELY)

A. PROPERTY DESCRIPTION

B. PROJECT DESCRIPTION

C. PRELIMINARY GEOTECHNICAL ENGINEERING REPORT

D. TRANSPORTATION ELEMENT - TECHNICAL ANALYSIS

E. BIOLOGICAL RESOURCES REPORT

F. ENVIRONMENTAL NOISE ANALYSIS

G. CULTURAL RESOURCES ASSESSMENT

H. PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

I. SANITARY SEWER STUDY

J. DRAINAGE STUDY

K. FINANCING PLAN

# SECTION ONE

# EXECUTIVE SUMMARY

## INTRODUCTION

The authority to adopt Specific Plans is provided by the California Government Code. In Sacramento County, Specific Plans are used as an application tool to implement the County's General Plan. The East Elk Grove Specific Plan is a comprehensive plan for development which includes a Land Use Diagram, an infrastructure master plan, and a financing strategy.

The East Elk Grove Specific Plan is the product of extensive community and governmental agency input. The integrated Land Use Diagram, and the residential holding capacity of 4,300 dwelling units, resulted from numerous meetings with a local Citizens Advisory Committee. In addition, the infrastructure master plan and financing strategy were developed in conjunction with a Technical Advisory Committee comprised of representatives from many County departments and other public agencies.

## PROJECT SETTING

The East Elk Grove Specific Plan consists of approximately 1,440± acres located in south-central Sacramento County along the eastern edge of the urbanized community of Elk Grove. The Plan area is bounded by Bond, Waterman, Grant Line, and Bradshaw Roads. Land uses to the north, south, and east of the Plan area are predominately Agricultural-Residential, as are most on-site land uses.

The Plan area is recognized as a good location for urban expansion for many reasons, the most significant of which are:

- The site is close to existing urban development and infrastructure.
- Surrounding and on-site land uses pose few development restrictions.
- The property's topography and soils conditions are conducive to development.
- Because the historical use of the site has primarily been for agricultural and grazing purposes, there are relatively few issues associated with toxic and/or hazardous materials. For the same reason, the amount of sensitive biological resources, such as wetlands and special status species, is also relatively limited as compared to other areas of the County.

- Acoustical restrictions impact only a small portion of the Plan area.
- The potential for impacts associated with cultural resources is quite low.
- Generally, parcels within the Plan area are large with few restrictions due to property ownership patterns.
- The site is located near major roadway facilities and there are three arterial connection routes to State Route 99.

The primary constraining factors which have shaped the formulation of this Specific Plan are listed below:

- Residential land use and land uses which include large congregations of people in evening and nighttime hours are discouraged south of Mosher Road due to potential hazards associated with existing industrial facilities to the southwest of the Plan area.
- The Sunset Sky Ranch Airport poses a constraint to development for safety and noise reasons. The Comprehensive Land Use Plan (CLUP) for the airport requires minimum five-acre lots within the Approach/Departure Zone. A small portion of the Plan area is affected by 65 decibel and greater noises associated with the airport. The General Plan does not allow residential uses on parcels smaller than five acres in areas with such noise levels. The CLUP also prohibits land uses, such as schools, day care centers, and retail centers in the Approach/Departure Zone. Furthermore, in this area, the CLUP prohibits the placement of potentially hazardous materials which eliminate uses such as gas stations.
- Wetlands concentrations have been identified at various locations throughout the Plan area.
- The transmission powerline easements along the west side of the Plan area preclude the placement of buildings and limit the allowable height of trees.
- Stormwater runoff from the east will have to be accommodated. The quantity of combined runoff from on-site and off-site areas will require two open channels within the Specific Plan area.

## LAND USE

This Specific Plan is a design for a planned community containing a variety of land uses. The Plan has a "holding capacity" of a maximum of 4,300 dwelling units. Residential, commercial, and industrial land uses are integrated in the Plan with strategically placed parks, schools, and open spaces.

### RESIDENTIAL

Residential land use is the dominant land use in the Specific Plan. A maximum of 4,300 dwelling units (du) will be spread across the 1,440 acre project (approximately 980 acres are residential, for an average density of about 4.4 du/ac.). The density within the

residential areas will transition from the Plan's highest densities (6 to 9 du/ac) near commercial centers to lower densities (2 to 4 du/ac) along Bradshaw Road.

## COMMERCIAL

The Plan includes three commercially designated areas covering about twenty-three acres. Two neighborhood shopping centers are situated at prominent locations which are designed to be easily accessed by pedestrians, bicyclists, and motorists. A small commercial convenience center is also included at Mosher and Grant Line Roads.

## INDUSTRIAL

In the southern portion of the Plan area, office and light industrial-type land uses are planned for compatibility with surrounding land uses. Industrial-Office Park uses are planned immediately south of Mosher Road and at the existing Masonic Lodge site on Waterman Road. In these areas, development standards and design guidelines are included providing compatibility with nearby residential areas. Light industrial uses are planned to the south of the Industrial-Office areas and along Waterman Road where the power transmission corridor will create a buffer to residential land uses to the east.

## PARKS

Eleven parks comprising over ninety-five acres have been strategically situated throughout the Plan area. The size and location of the parks have been established with substantial input by the Elk Grove Community Services District (CSD). Six "mini" parks, ranging in size from 2.0 to 8.7 acres will be used primarily by local residents. Two neighborhood parks are placed next to elementary school sites. These parks will each be about eight acres in size and will be used for both passive and active uses. Two specialty parks are also included: the Town Center Park is located at the core of the Town Center area and may be developed with an Aquatic Center or Community Center Complex; a twenty-acre park along Elk Grove Creek will serve regional needs and will likely include lighted playing fields. A Sports Park site, covering approximately thirty-two acres, is included along Waterman Road in the northwest portion of the Specific Plan. This site has been identified by the CSD as a possible soccer field complex.

## SCHOOLS

The Plan provides a reservation for two school sites to meet the anticipated needs of the Elk Grove Unified School District. Both sites are about ten acres in size, as requested by the District to house elementary schools. This Plan shows one school site south of Elk Grove Boulevard. However, conflicts with the overflight of air traffic from Sunset Sky Ranch may make the site infeasible. The Specific Plan text identifies an optional school site located in the northern portion of the Plan area.

### OPEN SPACES

In addition to parks, approximately 179 acres within the Specific Plan area will be set aside as permanent open space. Bicycle/pedestrian trail systems are planned throughout the open space areas. The trails provide recreational opportunities and connect major elements of the Plan area creating transportation routes that are not automobile focused. Open Spaces within the Plan includes the power transmission corridor, drainage areas, and wetland sites.

An important feature of the Specific Plan is that Open Space areas will be visible from public streets. Along the drainage and power transmission corridors, a combination of front-on streets, open-ended cul-de-sacs, and short stretches of back-up lots will be employed to eliminate long stretches of fenced-off areas. This design improves the ability to provide law enforcement and fire fighting services in the open spaces. Visibility of the Open Spaces by adjacent neighbors is also increased by this design, further improving safety aspects and reducing maintenance problems within the Open Spaces.

## TRANSPORTATION AND CIRCULATION

The transportation element of the East Elk Grove Specific Plan addresses roadways, bicycle/pedestrian, and transit facilities.

### ON-SITE FACILITIES

The Specific Plan Land Use Diagram has been designed to reduce the need for local automobile trips. The highest residential densities are situated adjacent to commercial centers in order to encourage walking and bicycling for shopping purposes. The schools have been sited centrally for easy access. Many parks have been distributed throughout the Plan area so that there will be recreational opportunities within a short walking distance of most homes.

The on-site circulation system provides direct connections between the major travel destinations (residences, commercial areas, schools, and parks) in order to increase the use of non-automobile methods of travel, and to reduce the length of trips when cars must be used. Also included on-site is a complete bicycle and pedestrian circulation system. Bicycle lanes and sidewalks on the primary roadways will link with trail systems in the drainage and power transmission corridors.

A central feature of the Plan is the Town Green. The Town Green is surrounded by a one-way couplet on Elk Grove Boulevard designed to accommodate automobile circulation through the area. Elk Grove Boulevard through the Plan area is designated as an Urban Collector with a right-of-way of 54 feet.

On-site bus routes have been planned with input from Regional Transit. A total of nine major stops and eighteen minor stops are planned for within the Plan area. Major bus stops will include roadway turnouts, benches, shelters, and signage. Minor bus stops on

major roadways will consist of roadway turnouts and signage. Minor bus stops on minor streets will include signage.

## OFF-SITE FACILITIES

The project traffic study analyzed the level of service of off-site roadways under two scenarios: existing conditions, plus full buildout of the project; and cumulative conditions (meaning full buildout of the project, plus full buildout of the surrounding areas to the limit allowed by the County General Plan).

### Project Impacts

Sacramento County considers Level of Service (LOS) E to be the standard for acceptability on urban roadways. With the addition of project traffic and no roadway improvements, all of the roadways within the Plan area will operate at LOS E or better, except for the roadway segments listed below which will need to be widened or striped with two additional lanes in order to provide acceptable operations:

- Bond Road (State Route 99 to Waterman Road); and
- Elk Grove Boulevard (State Route 99 to east of the intersection with Elk Grove-Florin-Road - through "Old Town".)

Of the twenty-five study intersections, six will not meet the LOS E criteria in the A.M. peak hour, and eleven will not in the P.M. peak hour, with the addition of project-generated traffic. All these service levels can be improved to acceptable levels with the addition of a traffic signal and/or widening at the intersection. A detailed list of the locations and mitigation measures is provided in the Technical Appendix to the Specific Plan.

The section of State Route 99 north of Sheldon Road will operate at LOS E with the addition of project traffic which is worse than the CalTrans standard of LOS D. However, CalTrans is planning to extend the existing HOV lanes south from Mack Road to Elk Grove Boulevard which will bring the LOS to acceptable levels.

### Cumulative Conditions

Travel demand for General Plan buildout, including project buildout, was estimated using the SACMET regional traffic model. Service levels were analyzed assuming a roadway network as defined in the Sacramento County General Plan.

With the planned improvements, all of the study roadways will operate acceptably under "cumulative plus project" conditions, except for:

- Bond Road (State Route 99 to Waterman Road); and
- Bradshaw Road (Calvine Road to Sheldon Road).

The following actions are suggested to mitigate these predicted service level deficiencies:

- Install a raised median on Bond Road, eliminate left-turns from side-streets at unsignalized intersections, and provide exclusive left and right-turn lanes at signalized intersections. Provide a third through lane in each direction from State Route 99 to Elk Grove-Florin Road; and
- Provide a high degree of access control on Bradshaw Road north of Sheldon Road (i.e., no driveways, no uncontrolled left turns from side streets, etc.).

Under cumulative conditions, State Route 99 is expected to operate acceptably through the study area with the inclusion of the HOV lane extensions which are currently under construction.

All of the study freeway ramps will operate acceptably (LOS D or better) except:

- Grant Line Road, northbound off-ramp; and
- Sheldon Road, southbound off-ramp.

In order to maintain acceptable levels of services, the Grant Line interchange will need to be upgraded if development proceeds as envisioned by the General Plan. The County Transportation Division has begun to consider options in conjunction with proposed developments on the west side of State Route 99. As the design of the Sheldon Road interchange has not been finalized, the County and CalTrans should consider providing a two-lane southbound off-ramp.

**Elk Grove Boulevard through Old Town**

Elk Grove Boulevard through "Old Town" (from Second Avenue eastward to Waterman Road) is designated as an Urban Collector with a typical right-of-way of 84 feet. The Old Town Elk Grove business community, and other interested parties, endorse in concept a two-lane collector designed with one travel lane in each direction with a center left-turn lane/median. Specific design of this roadway will be determined outside the context of this Specific Plan.

## PUBLIC SERVICES AND FACILITIES

Agencies responsible for providing public services to the Plan area are:

| | | |
|---|---|---|
| Law Enforcement | - | Sacramento County Sheriff's Department |
| Fire Protection | - | Elk Grove CSD - Fire Department |
| Solid Waste Disposal | - | Sacramento County Solid Waste Division |
| Park and Recreation | - | Elk Grove CSD - Parks Department |
| Schools | - | Elk Grove Unified School District |
| Libraries | - | Sacramento Public Library Department |

New park and school facilities are to be constructed within the Plan area. Existing facilities for law enforcement, solid waste disposal, and library services are adequate to accommodate development of the Specific Plan.

## INFRASTRUCTURE MASTER PLANS

The preparation of the Specific Plan has included extensive analysis of infrastructure improvements necessary to accommodate the proposed development. Assistance in the infrastructure planning process has been provided by the County Public Works Department and other involved agencies.

### WATER

The East Elk Grove Specific Plan area will obtain water service from two agencies: Zone 40 of the Sacramento County Water Agency (SCWA) and Elk Grove Water Works (EGWW). (Zone 40 was created for the purpose of constructing facilities for the production, conservation, transmittal, distribution, and sale of ground and surface water for the present and future beneficial use of water users within the Zone boundaries.) The Plan area is included in the Zone 40 Water Supply Master Plan. The Master Plan is being updated to address water supply issues, including quantity and quality. The update is expected to be completed in Spring 1996. The County is proceeding to secure surface water supplies for use within Zone 40 by obtaining new contract water under Public Law 101-514 ("Fazio" water), by negotiating a surface water assignment from the Sacramento Municipal Utility District (SMUD), and by transfers from water districts located in the north Sacramento River basin. Water will be wholesaled by Zone 40 to Elk Grove Water Works who will in turn retail it to individual customers.

On November 7, 1995, the Board of Supervisors determined that efforts undertaken by the Sacramento County Water Agency to secure an interim source of surface water for Zone 40 through the transfer of water from water districts located in the northern Sacramento River basin were sufficient to meet the intent of General Plan Policy CO-20 for the Phase 1 projects associated with this Specific Plan. In addition, the Board determined that some of the proposed development is situated on land converted from prolonged irrigated agricultural use resulting in no increase in water usage. Development proposed beyond Phase 1 entitlements must justify compliance with Policy CO-20.

The Water Facilities Master Plan for the East Elk Grove Specific Plan addresses major improvements for both Zone 40 and Elk Grove Water Works. Zone 40 design standards require that new water facilities be capable of meeting demand solely by groundwater in select years, or portions thereof, if necessary. New Zone 40 water facilities will include a treatment and storage facility in the vicinity of Waterman and Bond Roads with three to five associated wells located within 2,000 feet of the storage facility. A one-mile transmission main extension along Bond Road will connect the Specific Plan to the existing Zone 40 system. A grid of 10-inch mains will define the primary distribution system for Elk Grove Water Works.

### SANITARY SEWER

West of the Specific Plan, two existing sewer mains are extended to Waterman Road in the southern portion of the Plan area. Another main in Bond Road will require a one-half mile extension to the intersection of Waterman and Bond Roads. The combined capacity of these existing downstream sewer mains is adequate to serve development within the Specific Plan area. The sewer system has been master planned to serve the entire project by gravity. Consistent with General Plan Policies, some flows from areas within the urban services boundaries upstream of the East Elk Grove Specific Plan will be served by sewer systems that will extend through the project.

### DRAINAGE

The Drainage Master Plan for the site defines three significant water sheds and one smaller shed. Major drainage improvements will include two channel projects with box culverts at roadway crossings, construction of four stormwater quality/flood control basins, and a network of trunk drainage pipelines.

The deepening and widening of Elk Grove Creek is necessary to confine flood flows within its banks and to minimize the amount of fill necessary for surrounding areas to drain into the creek. The improved channel cross-section will be natural in appearance with varying side slopes and native vegetation in the bottom and along the banks. The new channel bottom will be used for mitigating the impacts of development of wetlands in the existing channel and elsewhere in the project. Setbacks will be included between the channel and adjacent land uses, allowing for animal habitat areas and a trail system to make the drainage corridor an asset to the Plan area.

### DRY UTILITIES

Utility service will be provided by:

| | | |
|---|---|---|
| Electric Power | - | SMUD |
| Telephone | - | Citizens Utilities |
| Gas | - | PG&E |
| Cable TV | - | Sacramento Cable |

In general, each of these utility companies has adequate infrastructure in place to accommodate the buildout of the Plan area; however, SMUD has identified the need for a new sub-station along the west side of Bradshaw Road south of Elk Grove Boulevard. Joint trench design will occur with improvement plans.

## BIOLOGICAL RESOURCES

This Specific Plan establishes goals for protection of wetlands and biotic resources, assesses the potential impacts anticipated due to the proposed development, and identifies appropriate mitigation strategies to meet County and Specific Plan policies.

The biotic resource inventory includes five major components:

- habitat characterization (including plant and animal inventory);
- identification of nests;
- delineation of jurisdictional "waters of the U.S.";
- determination of watershed areas of existing wetlands; and
- special-status species determination.

(a) Habitat Characterization

Two distinctive habitat types, terrestrial and aquatic, are found within the Specific Plan area. Terrestrial habitat includes non-native annual grassland, irrigated pasture, and riparian scrub. Aquatic habitat includes vernal pools and seasonal wetlands, man-mad ponds, and irrigation ditches.

(1) Terrestrial Habitats

*Non-Native Annual Grassland*

The dominant habitat type in the Specific Plan area is non-native annual grassland. these areas are typically not irrigated and occur in several forms, including historically disturbed fallow ground, dry pasture (primarily used for cattle and horses), and "buffer" areas along roads and near houses.

*Irrigated Pasture*

Flood irrigation of pastures occurs during the dry months in many parts of the Plan area. Plant species (forage) consists of a mixture of typical dry land species, as well as many species that occupy the margins of wetlands.

*Riparian Scrub*

Two creeks cross the project site and support approximately eight acres of riparian vegetation. Laguna Creek, in the northwest corner of the site, contains a wide, flat channel with little woody vegetation.

Elk Grove Creek flows east to west through the southern portion of the site. The creek is shallow and carries low flows year round. Channel depth is mostly less than one foot, and width is less than fifteen feet.

(2) Aquatic Habitats

*Elk Grove Creek*

Elk Grove Creek flows east to west in the southern portion of the Specific Plan area. A tributary branch enters the Plan area from the east and confluences with the

primary creek near the eastern boundary. The creek is a relatively shallow, low capacity channel that carries water year round.

*Laguna Creek*

Approximately 325 feet of Laguna Creek flows through the northwest corner of the Specific Plan area. The channel was reconfigured several years ago, and will not be affected by proposed development.

*Man-Made Ponds*

Three types of man-made ponds occur in the northern half of the Plan area. A large stock pond approximately fifteen feet deep supports virtually no vegetation because of year round cattle use. Water level in the stock pond fluctuates widely through the year, filling in winter and declining to its lowest level in fall. Another stock pond, centrally located in the Plan area, is filled as needed from groundwater and is heavily used by cattle. Virtually no emergent vegetation grows in this pond.

Also in the northern portion of the Plan area is a shallow stock pond (less than two feet deep). This feature exhibits characteristics of a seasonal wetland in the winter and a stock pond during the dry months when it receives supplemental water from irrigation runoff.

*Vernal Pools*

Vernal pools are depressional areas within the grassland landscape which pond during the wet winter months and dry out during spring. They are generally small, but can exist in a wide range of depths (several inches to several feet) and sizes (several square feet to several thousand square feet).

*Seasonal Wetlands*

Seasonal wetlands are typically shallow. Many are located in fallow fields and in dry pasture land. Other seasonal wetlands are located in swales or drainages which convey slow moving water and may or may not pond.

(b) Trees

An Arborist Survey conducted on the applicant properties identified a total of eight oak trees (Figure 3.3-2). Other species present within the Specific Plan area include black walnut, cottonwood, elm, eucalyptus, sycamore, willow, pine, and cypress trees, and a variety of agricultural and ornamental species, including English walnut, olive, pistachio, apple, prune, fig, mulberry, sugar maple, and camphor trees. The County's tree ordinance focuses primarily on oak trees; however, it does provide that other species may be subject to mitigation requirements based upon review of individual projects, and particularly for "landmark" trees, defined as trees with a diameter of nineteen inches or greater. Tree mitigation requirements may be imposed for individual properties within the Specific Plan area as a part of the County's Tentative Map review process.

(c) Nests

The location of a red-tailed hawk nest, as well as other bird nests observed during field surveys, is included in a map in Technical Appendix E. While not a special-status species, red-tailed hawks are protected under Fish and Game Code of California §3503.5. Raptor nesting surveys may be required prior to project development.

**Wetlands Assessment/Impacts**

Approximately 16.5 acres of perennial streams, a man-made pond, seasonal wetlands, and vernal pools are identified within the Plan area as Jurisdictional Waters of the United States. An analysis of the biologic, hydrologic, aesthetic, and cultural values that wetlands may perform within the Specific Plan area was prepared based upon a classification system developed by the U.S. Army Corps of Engineers. The analysis determined that only three of these functions are present within the Plan area. They are floodwater storage/conveyance in Laguna Creek; streambank stabilization along Elk Grove Creek; and maintenance of biodiversity in vernal pools and to a lesser extent, in Elk Grove Creek.

To develop portions of the Specific Plan area, two drainage channel improvement projects are required. The open channel projects for Elk Grove Creek and the tributary to Laguna Creek have been identified by Sacramento County as Public Works projects. The proposed drainage improvements will impact a total of 2.8 acres of jurisdictional waters. In addition, a total of 7.74 acres of vernal pools, seasonal wetlands, and man-made seasonal wetlands are proposed to be impacted on the participant properties and 1.4 acres of impacts are anticipated on non-applicant properties as a result of planned development within the Specific Plan area.

**Wetland Mitigation**

In contrast to construction of individual isolated wetlands, compensation wetlands will be located within open space stream corridors, thereby increasing habitat quality and value. The open space stream corridors allow movement and dispersal of plant and animal species, whereas individual isolated wetlands restrict movement. Relocating impacted wetland acreage along or within the open space stream corridors will create larger wetland clusters which are considered more ecologically viable than the preservation of smaller, scattered, or isolated wetlands. These wetlands preserves will also be protected from agricultural disturbances, such as cattle grazing, and will thus improve the habitat quality and value from present conditions within the Plan area.

*Vernal Pool Mitigation*

Compensation vernal pools will be "in-kind" mitigation for the proposed impacts and will ensure a no net loss of vernal pool acreage, values, and functions. Vernal pools will be supported primarily by direct rainfall, and will be designed to meet or exceed the hydrophytic conditions in the pool to be replaced. Habitat for native plant and invertebrate species typical of the vernal pools being impacted will also be re-established in the compensation vernal pools. Based on 2.4 acres of compensation vernal pools necessary to mitigate for all vernal pool impacts at a 15% density, a total of about sixteen acres of land is required for vernal pool compensation.

Off-Site Mitigation Alternative

Off-site vernal pool mitigation may be proposed at Borden Ranch in south Sacramento County which has been determined to have suitable characteristics by the Army Corps of Engineers in review for previous projects. Property at Borden Ranch is available for purchase for purposes of wetlands mitigation, and is not presently owned by project proponents within the Specific Plan area. Due to the topography of the Borden Ranch site, approximately twenty-four acres (enough to accommodate all compensation vernal pools) has been identified adjacent to an approximately fifty-acre vernal pool mitigation area designated for two separate projects.

*Emergent Marsh Mitigation*

Impacts to seasonal wetlands, man-made seasonal wetlands and Elk Grove Creek will be mitigated with emergent marsh located in the channel bottom of a drainage corridor to the north and the widened and deepened Elk Grove Creek. Mitigation for potential impacts to riparian habitat will also occur along these channels.

**Special-Status Species**

A comprehensive list of potentially occurring special-status plant and animal species has been compiled for the Plan area based upon the habitat types present. Special-status species actually observed during field surveys include fairy shrimp and several foraging raptors. One red-tailed hawk nest was identified. While not a special-status species, red-tailed hawks are protected under Fish and Game Code of California.

The Plan area also provides foraging habitat for the Swainson's Hawk. The Swainson's Hawk is listed as a threatened species pursuant to the California Endangered Species Act §670.5(b)(5)(4). No bird nests have been observed within the Plan area during field surveys.

**Tree Mitigation and Preservation**

A detailed assessment of trees on the properties for which tentative maps are filed has identified eight oak trees and other "landmark" trees. Valley oak, interior live oak, blue oak, or oracle oak trees with a diameter at breast height (DBH) of six inches or greater (or a multi-trunked tree with combined diameter of ten inches or more) are protected native oak trees. Mitigation for removal of any tree that meets these criteria will require one oak planting for each diameter inch of impact. Oak plantings should be made within the Specific Plan area. Preferred areas for planting include:

1) wetland preserve buffers;

2) along creeks and other drainage features;

3) within landscape corridors and passive-use open space; and

4) within public parks.

Removal of other "landmark" trees with a diameter of 19 inches or greater may also require mitigation.

## FINANCING PLAN/CAPITAL IMPROVEMENT PROGRAM

The major infrastructure necessary to serve the future development of the Specific Plan has been defined in detail in the various technical appendices and other sections of the Specific Plan. The Financing Plan, which is part of the Specific Plan but bound separately, briefly discusses infrastructure requirements and includes a listing of all the individual major infrastructure projects necessary to serve the needs of the future population and to mitigate for off-site impacts. It also discusses the infrastructure required to serve the subdivisions which are processing concurrently with the Specific Plan (Phase 1). Table 1.1 summarizes the infrastructure costs associated with Phase 1 and buildout of the Specific Plan.

TABLE 1.1

COST ESTIMATE SUMMARY

| CATEGORY | PROJECT RESPONSIBILITY | | | |
|---|---|---|---|---|
| | TOTAL NOTES | NOTES | PHASE 1 | NOTES |
| ROADWAYS | $22,222,000 | | $11,535,000 | |
| SANITARY SEWER | $ 1,650,000 | | $ 1,512,000 | |
| WATER | $ 7,048,000 | | $ 1,845,000 | |
| STORM DRAINAGE | $ 5,394,000 | | $ 2,686,000 | |
| PARKS | $ 5,566,000 | | $ 2,632,000 | |
| FIRE STATION AND EQUIPMENT | $ 1,875,000 | | $ 913,000 | (2) |
| LIBRARY | $ 893,000 | | $ 539,000 | (2) |
| TRANSIT | $ 1,368,000 | | $ 527,000 | (2) |
| SCHOOLS | $41,696,000 | (1) | $10,200,000 | (3) |
| TOTAL COSTS | **$87,712,000** | | **$32,389,000** | |

NOTES:

1. Per the Elk Grove Unified School District. These facility costs will be funded through a combination of school impact fees, Mello-Roos CFD bonds and State Funding.

2. Phase 1 amounts for Fire, Library and Transit are based on the 2,588 Phase 1 Dwelling Units times the estimated fee for each noted facility category. The timing of construction of facilities will depend upon the plans of the various agencies.

3. Assumes one elementary school will be constructed in Phase 1. The cost of an elementary school is $10.2M according to EGUSD.

## IMPLEMENTATION

The Specific Plan represents the master plan for the East Elk Grove Plan area. Subsequent to adoption of the Specific Plan, individual project applications, such as tentative maps, commercial or industrial development plans, use permits, variances, etc., will be reviewed to determine consistency with the Specific Plan and other regulatory documents.

Individual project applications will be reviewed by DERA to determine if the necessary information has been provided to determine consistency with CEQA requirements. The cost of preparation of this Specific Plan was paid for by the original applicant group of property owners. In order to fairly spread the cost of the initial Specific Plan preparation, a reimbursement mechanism will be established. It is anticipated this mechanism will be a "Specific Plan Preparation Fee" charged with each future individual project application.

### DEVELOPMENT AGREEMENTS

Subject to the provisions of this Specific Plan, the property owners and the County may execute development agreements in accordance with Government Code provisions and local ordinance. The Development Agreements will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner in return for guarantees by the County that certain land uses and densities in effect at the time of execution of the agreement will not be modified.

### AMENDMENT PROCEDURES

Situations may arise where amendments to the adopted Specific Plan can be considered because of unforeseen or changing circumstances beyond the control of the Specific Plan. Amendments to an adopted Specific Plan should be categorized as either minor or major.

Major amendments involve significant changes to the distribution of land use or circulation concepts which may substantially affect the key planning concepts set forth in the Plan. Applications for major amendments to the adopted Specific Plan shall conform to the requirements set forth in the Specific Plan Ordinance and Procedures and Preparation Guide, Chapter 21.14 of the Sacramento County Code.

Minor amendments to the Plan involving the application of development standards within the Plan area can be reviewed and acted upon by the Planning Director. The Director's authority extends to the review of the initial project only.

## ENFORCEMENT

The Specific Plan includes a considerable number of development regulations and environmental mitigation measures. If a field inspection is conducted and a particular requirement has not been satisfactorily completed, or site development activities have been undertaken that are not performed as mandated in the Specific Plan and EIR, County staff may ensure completion or correction through a variety of measures ranging from issuance of a Stop Work Order to requesting legal action by the County Counsel's office.

Sacramento County currently has an established code enforcement program to ensure that adequate and proper investigations of land use violations take place. As with any other development with Conditions of Approval and/or mitigation measures, complaints of violations of any Specific Plan requirements will be investigated consistent with established procedures and due process.

## MITIGATION MONITORING

A Mitigation Monitoring and Reporting Program has been established by the Department of Environmental Review and Assessment. The program satisfies the requirements of CEQA as they relate to the Final Environmental Impact Report for the East Elk Grove Specific Plan.

# SECTION TWO

# INTRODUCTION

## 2.1. AUTHORITY

Specific Plans are authorized by the provisions of Article 8, Sections 65450 through 65457 of Title 7 Planning and Land Use Law, California Government Code. These provisions require that Specific Plans must be consistent with the local jurisdiction's General Plan. It is required that all subsequent subdivisions and development, all public works projects, and zoning regulations must be consistent with the Specific Plan.

The Sacramento County Board of Supervisors adopted Ordinance Number SCC-0908 that amends the County Code by including Title 21, Chapter 21.14 that provides for the Specific Plan process in Sacramento County. A document known as the Specific Plan Ordinance and Procedures and Preparation Guide was adopted pursuant to the Ordinance. This document provides the necessary procedures to guide the Specific Plan process from project initiation to adoption of the Plan to subsequent revisions or amendments.

## 2.2. PURPOSE

The East Elk Grove Specific Plan was initiated by the Board of Supervisors on June 16, 1993. The Specific Plan is an application tool for use in implementing the County's General Plan on an area-specific basis. The Plan serves as a policy and regulatory document, with policy direction and project development concepts consistent with the County's General Plan. The Plan includes development standards and zoning to address the unique situations within the Plan area.

## 2.3. DOCUMENT STRUCTURE

The East Elk Grove Specific Plan consists of the following components.

**Project Setting:** This section provides an overview of existing land uses and other environmental factors within and surrounding the Plan area which were considered during the preparation of the Specific Plan. Development opportunities and constraints are summarized at the end of this section.

**Land Use:** This section addresses the planning principles and objectives used to prepare the Land Use Plan. It includes the Land Use Diagram and associated statistical summary and establishes the policies, development standards and design guidelines which will regulate development within the East Elk Grove Specific Plan.

**Transportation and Circulation:** This section describes the proposed road network within the Plan area, including street cross-sections and special design considerations. In addition, this section describes transit provisions of the Plan, and outlines a Pedestrian and Bicycle Facility Master Plan. Also included in this section are discussions of Travel Demand and Air Quality Mitigation Measures. A detailed traffic study is included, but bound separately as an appendix.

**Public Services and Facilities:** This section describes the provision of the following services: law enforcement, fire protection, solid waste disposal, parks, schools, and libraries.

**Infrastructure Master Plans:** Master plans for water, sanitary sewer, storm drainage, and dry utilities are outlined in this section. Diagrams showing existing and needed facilities are included. The technical appendices to this Specific Plan provide more detail regarding how these infrastructure master plans were developed.

**Financing Plan/Capital Improvement Program:** The Financing Plan, which is bound separately, establishes a list of improvement projects associated with the Specific Plan. Costs of improvements are summarized and a discussion of timing/phasing is included. The methods of funding improvements is also addressed in the Financing Plan.

**Implementation/Administration:** Procedures for administration of the Specific Plan are included in this section. Items discussed include the process for individual development application review and amendments to the Specific Plan. Enforcement of Specific Plan policies is also addressed in this section.

**Appendices:** Several appendices are included as part of the Specific Plan. The Appendices are technical in nature and provide supplemental detailed information about the Specific Plan. Due to their volume, the Appendices are bound separately.

## 2.4. PROJECT BACKGROUND

On April 19, 1993, the East Elk Grove Owners Group filed a petition with the Sacramento County Planning Department to initiate the East Elk Grove Specific Plan process. The Planning Department recommended approval of the petition as the proposed boundaries of the Specific Plan area corresponded to the boundaries of the Elk Grove Urban Growth Area. On June 16, 1993, the Board of Supervisors approved the initiation request. Board approval of the Elk Grove Specific Plan process provides for a comprehensive master planning effort, rather than the consideration of individual planning applications on a project-by-project basis.

The Board of Supervisors appointed a Citizens Advisory Committee (CAC) in August of 1993 to formulate land use recommendations for the Specific Plan area. A Technical Advisory Committee (TAC) was also established to obtain input from affected County departments and outside agencies. The CAC developed the following list of Planning Principles which helped guide the development of this Plan:

- Provide an internal network of local streets that allow residents to directly get to local destinations (such as retail, schools, parks, etc.) without the use of arterials and without encouraging off-site through-traffic.
- Provide a diverse set of housing types that address demographic trends and market needs.
- Provide adequate public facilities (such as parks, schools, day care, etc.).
- Promote a pattern of land uses and streets that supports walking, bicycling, and transit, as well as convenient automobile use.
- Avoid adding to traffic congestion in downtown Elk Grove during rush hour.
- Create an integrated open space and recreation network.
- Provide convenient shopping opportunities for residents and employees.
- Provide employment opportunities within the planning area.
- Develop a comprehensive strategy for on-site wetlands and other environmental constraints.
- Encourage flexibility in the design of drainage corridors in the area to permit recreational uses and create attractive open spaces.
- Provide integrated infrastructure as development occurs (i.e., water, roads, etc.).

In addition, the CAC, with significant public participation, considered a variety of land use issues and plan options throughout the planning process. As a result of varying community interests, eight Land Use Plans were developed which were assigned the letters A through H. Early in the process, Alternatives A, B, C, and E were dropped from consideration by the CAC. The remaining plan alternatives, D, F, G, and H, which had respective holding capacities of 5,500, 1,700, 4,500, and 3,500 dwelling units were subjected to a qualitative level of technical analysis to provide comparative information of the plans.

At an April 20, 1994 workshop, the Board of Supervisors provided direction that a "preferred" Land Use Plan contain between 4,200 and 4,300 dwelling units and generally reflect the design and character of Alternative G. The Board also directed that the preferred alternative provide a holding capacity in the range of 4,200 to 4,300 dwelling units.

## 2.5. CAC ISSUES

During their participation at the Board hearing, the CAC representatives provided the following wording to be included (or addressed) in the Specific Plan.

*The Elk Grove Specific Plan area shall have a number of dwelling units not to exceed 4,300 units and no less than 4,200 units, and generally reflect Land Use Diagram G, and distribution of dwelling unit types shall be consistent with the pie chart attached hereto.*

*Furthermore, the following issues shall be fully addressed by the Specific Plan document:*

1. *During the buildout of this project, all traffic levels under all conditions will have to be acceptable by County definitions.*

2. *Specifically, traffic congestion on Bond Road and Sheldon Road between State Route 99 and Waterman Road, and on Bradshaw Road south of Calvine Road, will have to be addressed in the Specific Plan document.*

3. *The Specific Plan document will include a phasing plan that provides for the financing and implementation of infrastructure to maintain acceptable traffic levels throughout the buildout of this Plan.*

4. *Prior to any building permits being issued within the Specific Plan area, a Water Master Plan shall be in place such that there is no net loss of groundwater.*

The following summarizes how issues identified by the CAC were addressed by the Board of Supervisors in adopting this Plan.

### CAC Issue (Holding Capacity)

During the public hearings held by the Board of Supervisors to consider the Plan, the Board directed that the Plan should have a maximum holding capacity of 4,300 residential dwelling units. In addition, the Land Use Plan adopted by the Board substantially complies with the design and distribution of dwelling unit types referred to by the CAC.

### CAC Issues 1 and 2 (Traffic)

A traffic study was prepared for the Specific Plan. The study analyzed traffic conditions under existing, existing plus project, and cumulative conditions. Twenty-five intersections in the study area were also examined. Travel forecasts were generated for the project and surrounding region assuming a level of transit usage consistent with General Plan guidelines. Based on these assumptions, the project's immediate and long-term impacts were assessed.

*Existing Plus Project Conditions:* With the addition of project traffic and no roadway improvements, all of the study roadways will operate at LOS E, or better, except for the following roadway segments:

- Bond Road (State Route 99 to Waterman Road); and

- Elk Grove Boulevard (State Route 99 to east of the intersection with Elk Grove-Florin Road through "Old Town").

Of the twenty-five study intersections, six will operate at LOS F in the a.m. peak hour, and fourteen will operate at LOS F in the p.m. peak hour, with the addition of project-generated traffic. All of these failed service levels can be mitigated with the addition of a traffic signal and/or some intersection widening. A detailed list of mitigation measures is included in the FEIR.

The section of State Route 99 north of Sheldon Road will operate at LOS E, with the addition of project traffic which does not meet the CalTrans standard of LOS D. CalTrans is planning to extend the existing HOV lanes south from Mack Road to Elk Grove Boulevard.

*Cumulative Plus Project Conditions*: Cumulative conditions were evaluated, both with and without the project. All of the study arterial roadways will operate acceptably for "cumulative plus project" conditions, except for:

- Bond Road (State Route 99 to Waterman Road); and

- Bradshaw Road (Calvine Road to Sheldon Road).

The following improvements would mitigate these predicted service level deficiencies:

- Install a raised median on Bond Road, eliminate left-turns from side streets at unsignalized intersections, and provide exclusive left- and right-turn lanes at signalized intersections. Provide a third through-lane in each direction from State Route 99 to Elk Grove-Florin Road; and

- Provide a high degree of access control on Bradshaw Road north of Sheldon Road (i.e., no driveways, no uncontrolled left-turns from side streets, etc.).

Under cumulative conditions, State Route 99 is expected to operate acceptably (LOS D) through the study area with the planned extension of HOV lanes.

All of the study ramps will operate acceptably (LOS D or better), except:

- Grant Line Road, northbound off-ramp; and

- Sheldon Road, southbound off-ramp.

The Grant Line Road interchange will require upgrading within the next twenty years. The County Transportation Division has begun considering options in conjunction with comprehensive development proposals on the west side of Highway 99. As the design of the Sheldon Road interchange has not been finalized, consideration should be given to providing a two-lane southbound off-ramp.

The Capital Improvement Plan and Public Facilities Financing Plan identify the project's financial contribution to the ultimate facilities needed in the study area and methods of funding major roadway improvements.

*Bond Road*

The Sacramento County Transportation Division has indicated that due to development constraints, providing a six-lane configuration for Bond Road to the east of State Route 99 is not feasible. Therefore, the impact of the project upon this road segment is considered to be significant and unavoidable. However, in recognition of the physical constraints that exist within the area, Bond Road was designated as a Transportation Corridor and Feeder Line Network on the Transportation Plan of the General Plan. This description enhances the level of transit service expected for the corridor.

*Elk Grove Boulevard - Old Town*

The Sacramento County Transportation Division indicated that a standard four-lane road with parking cannot be considered through Old Town without virtually eliminating virtually all setbacks and impacting some of the historic buildings that front upon the street. During public hearings, Elk Grove Boulevard was redesignated from an Arterial Roadway to an Urban Collector, with a typical right-of-way of 84 feet (Second Avenue eastward to Waterman Road). A three-lane section is planned along Elk Grove Boulevard through Old Town, with one travel-lane in each direction and a center left-hand turn lane as median.

The proposed improvements to Elk Grove Boulevard will result in an increase in capacity in the four-lane sections near the intersections at Elk Grove-Florin Road and Waterman Road.

The improvements to Elk Grove Boulevard will be sufficient to provide LOS E or better conditions in the four-lane sections near the intersection at Elk Grove-Florin Road and Waterman Road with build-out of the General Plan (including the project).

The planned three-lane section through historic Elk Grove will improve the current conditions from LOS F to LOS C and will support development of about 65% of the project with LOS E or better conditions. With the improvements and full buildout of the project, conditions through historic Elk Grove will be comparable to current conditions. Namely, the volume-to-capacity ratio will be 1.1 (LOS F) with buildout of the project and a three-lane section which is identical to the current volume-to-capacity ratio. With buildout of the General Plan, the expected traffic volumes will substantially exceed the capacity of a three-lane section resulting in LOS F conditions.

Over time, the capacity of Elk Grove Boulevard through historic Elk Grove can be increased by developing more off-street parking and reducing the on-street parking. If sufficient off-street parking can be developed to eliminate the need for on-street parking, then the proposed roadway cross-section could be comprised of either a) two lanes in each direction, or b) two lanes in one direction, one lane in

the other direction, and a center turn lane. Either of these configurations would likely accommodate the projected traffic volumes at build-out of the General Plan including the project).

## CAC Issue No. 3 (Road Improvement Phasing and Financing)

The Specific Plan includes a Public Facilities Financing Plan identifying the infrastructure requirements of the Plan area and mechanisms for financing those improvements. The Facilities Financing Plan includes a Capital Improvement Program which specifies the phasing of infrastructure improvements within the Plan area.

## CAC Issue No. 4 (Water)

Water supply issues are currently being addressed on both a regional basis (in the Sacramento Area Water Forum process) and at the local level (in an Update to the Zone 40 Water Supply Master Plan) as discussed below. Furthermore, the County and Elk Grove Water Works (EGWW) have reached an agreement whereby Zone 40 will wholesale water to the local purveyor. This agreement enables EGWW to reduce its dependence on groundwater. Physical connections between the two water systems are under construction and are scheduled to be completed by the summer of 1995.

### The Sacramento Area Water Forum Process

The Water Forum is developing a Sacramento regional plan to provide safe, reliable, and environmentally sound water supply. Four major "stakeholder groups" are involved in the formulation of the plan. Forty-two organizations represent Business, Environmental, Public, and Water District interests in the Sacramento Area Water Forum process which began in September 1993. Recently, the Stakeholders agreed on a set of sixty-five Agreements-in-Principle which serve to document the progress made to date. The Sacramento Area Water Forum process is scheduled to conclude with a final Water Plan solution in early 1996. The Water Plan will address water demands, supply issues, groundwater overdraft, conjunctive use, and conservation methods.

Important to CAC Issue 4, the Water Plan will include an assessment of the regional groundwater aquifer and the establishment of a safe sustainable pumping yield that will provide for long-term stabilization of groundwater levels. The Water Plan will define conservation measures, water rights transfers (from other regions), and alternatives for the conjunctive use of groundwater and surface water supplies.

### Zone 40 Water Supply Master Plan and Update

The East Elk Grove Specific Plan area is included in the Zone 40 Water Supply Master Plan. It is expected the Update will be presented to the Sacramento County Water Agency (SCWA) Board of Directors in the summer of 1995. The Update will address the following Zone 40 water issues: demands, quality, groundwater, and other supply sources. SCWA is pursuing non-groundwater supplies on several fronts:

*Browns Valley Water Rights Transfer*

In November 1993, SCWA reached an historic agreement to reduce its reliance on groundwater. With this agreement, SCWA purchased 2,000 acre-feet of water from Browns Valley Irrigation District which has rights to waters upstream of the Sacramento River. The 2,000 acre-feet supply is equal to the annual needs of between 2,000 and 4,000 households. The water is diverted from the Sacramento River at the City's water treatment plant. The City then "wheels" the water to Zone 40 through City mains. A connection between the City and Zone 40 water systems was made and the importation of surface water began earlier this year. SCWA is pursuing other similar water rights, transfers, and wheeling agreements.

*"Fazio" Water*

As a result of Public Law 101-514, it is anticipated Zone 40 will receive a new, permanent surface water supply of up to 15,000 acre-feet annually (enough to serve 15,000 to 30,000 households). The environmental review process required to contract with the Bureau of Reclamation for this type of water supply is expected to be completed in January 1997.

*SMUD Water Assignment*

An Agreement-in-Principle has been signed between SMUD, the City of Sacramento, and SCWA for the assignment of 15,000 acre-feet of water per year under SMUD's existing entitlements to be treated and conveyed through the City's facilities to Zone 40. The agreement calls for the City to supply up to 5,000 acre-feet per year to SMUD for the purpose of operating SMUD's proposed cogeneration facilities at the Campbell Soup Plant and the Proctor and Gamble Plant, both located within the City's place-of-use for American River water. This reduces the need for both of the industrial plants to extract groundwater. The proposed water assignment is currently in the environmental review process and should be completed by the end of 1995.

On November 7, 1995, the Board of Supervisors determined that efforts undertaken by the Sacramento County Water Agency to secure an interim source of surface water for Zone 40 through the transfer of water from water districts located in the northern Sacramento River basin were sufficient to meet the intent of General Plan Policy CO-20 for the Phase 1 projects associated with the Specific Plan. The Board's action recognized the delivery of interim surface water to Zone 40, thereby reducing the impact to groundwater

## 2.6. GENERAL PLAN CONSISTENCY

Article 6 (Section 65359) and Article 8 (Section 65454) of the California Planning, Zoning, and Development Laws require that a Specific Plan be consistent with the local jurisdiction's General Plan. The East Elk Grove Specific Plan must, therefore, be consistent with Sacramento County's General Plan.

Not all policies contained in the General Plan are discussed in this Specific Plan. Several policies provide direction to the process and were followed during the preparation of Plan and associated technical studies. Other policies address conditions that will be placed on the project to offset impacts. Certain key policies warrant discussion within the Plan text. These key policies are written in *italics* in those sections in which they are most applicable for discussion. Before or after each of the referenced policies, there is a discussion about the Specific Plan's consistency with the General Plan.

Table 2.1 consolidates all of the General Plan Policies discussed within the Specific Plan text. The table gives a brief description of the policy and the page number within the text where the policy discussions are located.

## 2.7. PHASE 1 PROJECTS

The East Elk Grove Specific Plan Owners Group is an association of eight land developers/home builders organized for the purpose of funding the preparation of the East Elk Grove Specific Plan. Pursuant to County Ordinance, the Group entered into an agreement with the County to financially participate in the preparation of the Specific Plan. In accordance with ordinance provisions, the members of the Group could proceed concurrently with the Specific Plan, a private application for a Rezone and Tentative Subdivision Map.

As part of the Specific Plan, the Owners Group filed nine private applications for Rezone and Tentative Subdivision Maps. The property locations and project control numbers associated with each private application is shown on Figure 2.7-1.

The Rezone and Tentative Subdivision Map entitlements shown on Figure 2.7-1 comprise Phase 1 of the development of the Specific Plan. The dwelling unit equivalent of the nine projects is 2,588 dwelling units, or approximately 60% of the maximum of 4,300.

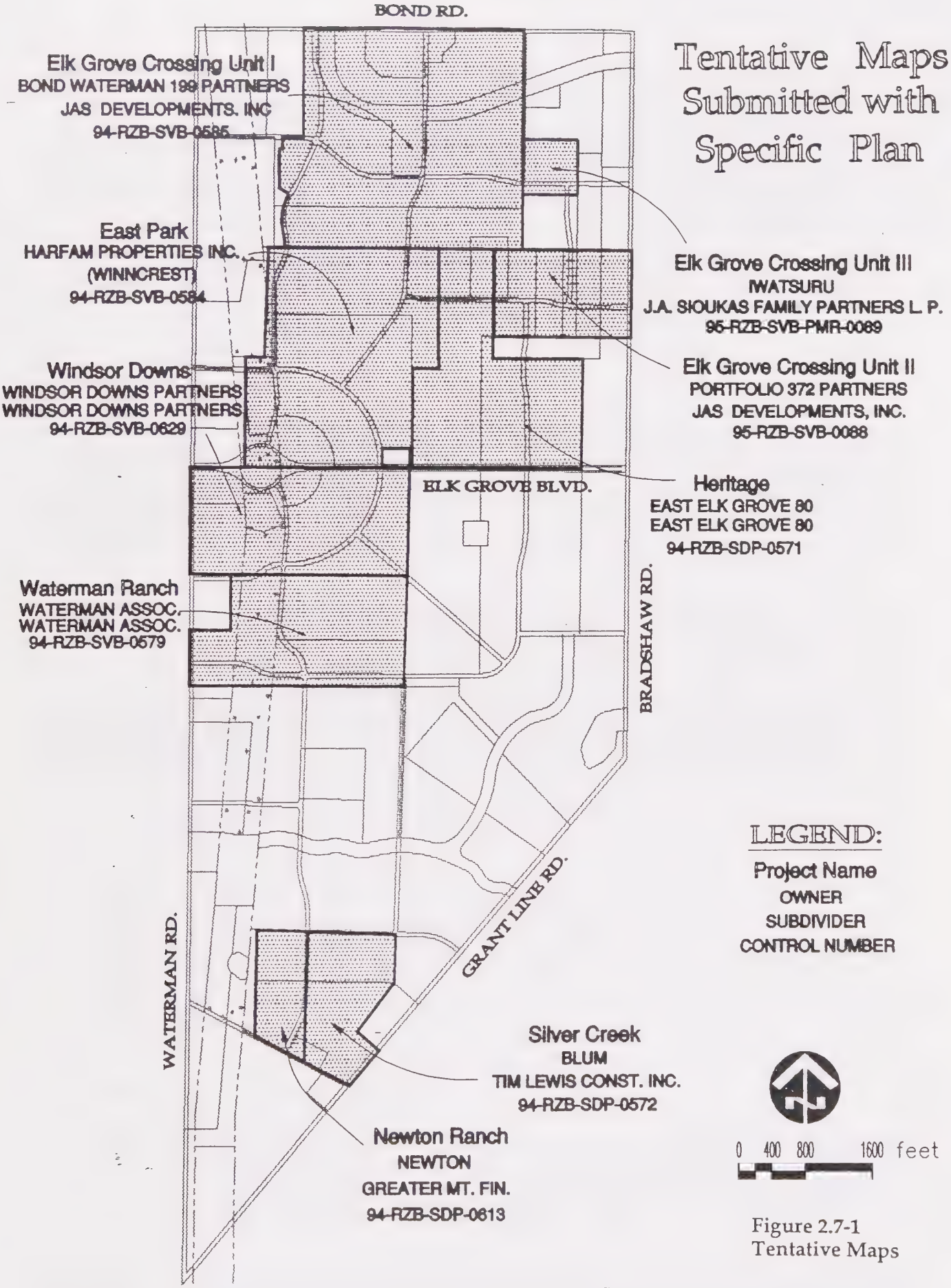



Figure 2.7-1
Tentative Maps

TABLE 2.1

## GENERAL PLAN POLICY REFERENCE

| POLICY | SUBJECT | PAGE | POLICY | SUBJECT | PAGE |
|---|---|---|---|---|---|
| LU-4 | Land Use Density | 4-11 | CO-110 | Channel Modifications | 7-26 |
| LU-8 | Infrastructure Financing | 9-1 | CO-111 | Water Course Design | 7-27 |
| LU-11 | Land Use Balance | 4 - 5 | CO-117 | Urban Stream Corridors | 7-27 |
| LU-13 | Pedestrian-Oriented Design | 5-23 | CO-119 | Urban Stream Corridors | 7-29 |
| LU-14 | Land Use Density | 4-11 | CO-120 | Urban Stream Corridors | 4-49 |
| LU-18 | Development Compatibility | 4 - 5 | CO-124 | Urban Stream Corridors | 7-28 |
| LU-27/26 | Land Use Design | 4 - 5 | CO-126 | Urban Stream Corridors | 7-27 |
| LU-28/19 | Land Use Design | 4 - 6 | CO-147 | Threatened/Endangered Species | 3-8 |
| LU-33 | Commercial Land Use Design | 4-23 | CO-151 | Natural Waterways Requirements | 7-27 |
| LU-34 | Commercial Land Use Design | 4-23 | PF-9 | Sewer System Design | 7-14 |
| LU-38 | Water Efficient Landscaping | 4-48 | PF-14 | Independent Sewer Systems | 7-12 |
| LU-60 | Sewer/Water Delivery Capabilities | 7-14 | PF-28 | School Facilities Siting | 6-19 |
| CI-4 | Transit Alternatives | 5-38 | PF-29 | Schools - Walking Distance | 6-19 |
| CI-22 | Transit Levels of Service | 5-12 | PF-30 | School Facilities - Joint Use | 6-20 |
| CI-23 | Transit Levels of Service | 5-12 | PF-33 | School Facilities Siting | 6-19 |
| CO-9 | Urban Runoff Control | 7-22 | PF-37 | School Site Adequacy | 6-20 |
| CO-10 | Urban Runoff Control | 7-21 | PF-38 | School Master Plans/Funding | 6-20 |
| CO-20 | Water Supply Master Plan | 7-4 | PF-58 | Law Enforcement Facilities | 6-2 |
| CO-21 | Water Supply Master Plan | 7-4 | PF-60 | Crime Reduction Design | 6-2 |
| CO-23 | Groundwater Quantity/Quality | 7-5 | AQ-15 | Air Quality - Emissions Reduction | 5-39 |
| CO-63 | Vegetation/Wildlife Inventory | 3-8 | AQ-23 | Air Quality - Mixed Use Development | 5-28 |
| CO-66 | Floodway Encroachment | 8-4 | AQ-24 | Air Quality - Development Intensity | 5-28 |
| CO-71 | Riparian Habitat Restoration/Creation | 8-6 | AQ-25 | Non-Vehicular Design | 5-23 |
| CO-78 | Vernal Pools/Open Space | 8-5 | AQ-28 | Air Quality - Park-and-Ride Facilities | 5-41 |
| CO-83 | Vernal Pool Mitigation | 8-6 | SA-5 | Comprehensive Drainage Plan | 7-22 |
| CO-84 | Vernal Pool Management | 8-4 | SA-12 | Runoff Control Measures | 7-23 |
| CO-107 | Channel Design | 7-25 | SA-16 | 100-Year Floodplain - Buildable Area | 7-23 |
| CO-108 | Channel Design | 7-26 | SA-17 | Vehicular Access - Flood Elevation | 7-23 |
| CO-109 | Channel Lowering | 7-26 | SA-18 | Water Course Crossings | 5-16 |

# SECTION THREE

# PROJECT SETTING

## 3.1. LOCATION

The East Elk Grove Specific Plan area is located in south-central Sacramento County, approximately twelve miles from downtown Sacramento in the Elk Grove Community (Figure 3.1-1). The Plan area is located at the eastern edge of the urbanized portion of the community of Elk Grove. The Plan area consists of 1,440± acres, and is bounded by Bond, Bradshaw, Grant Line, and Waterman Roads. Elk Grove Boulevard bisects the site in an east-west direction (Figure 3.1-2).

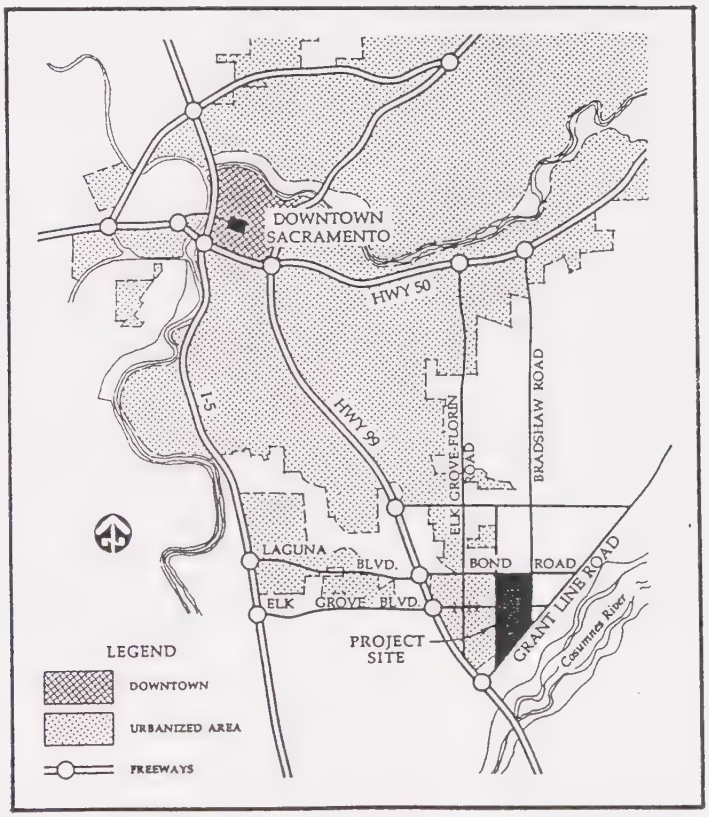



Figure 3.1-1
Vicinity Map and Project Site

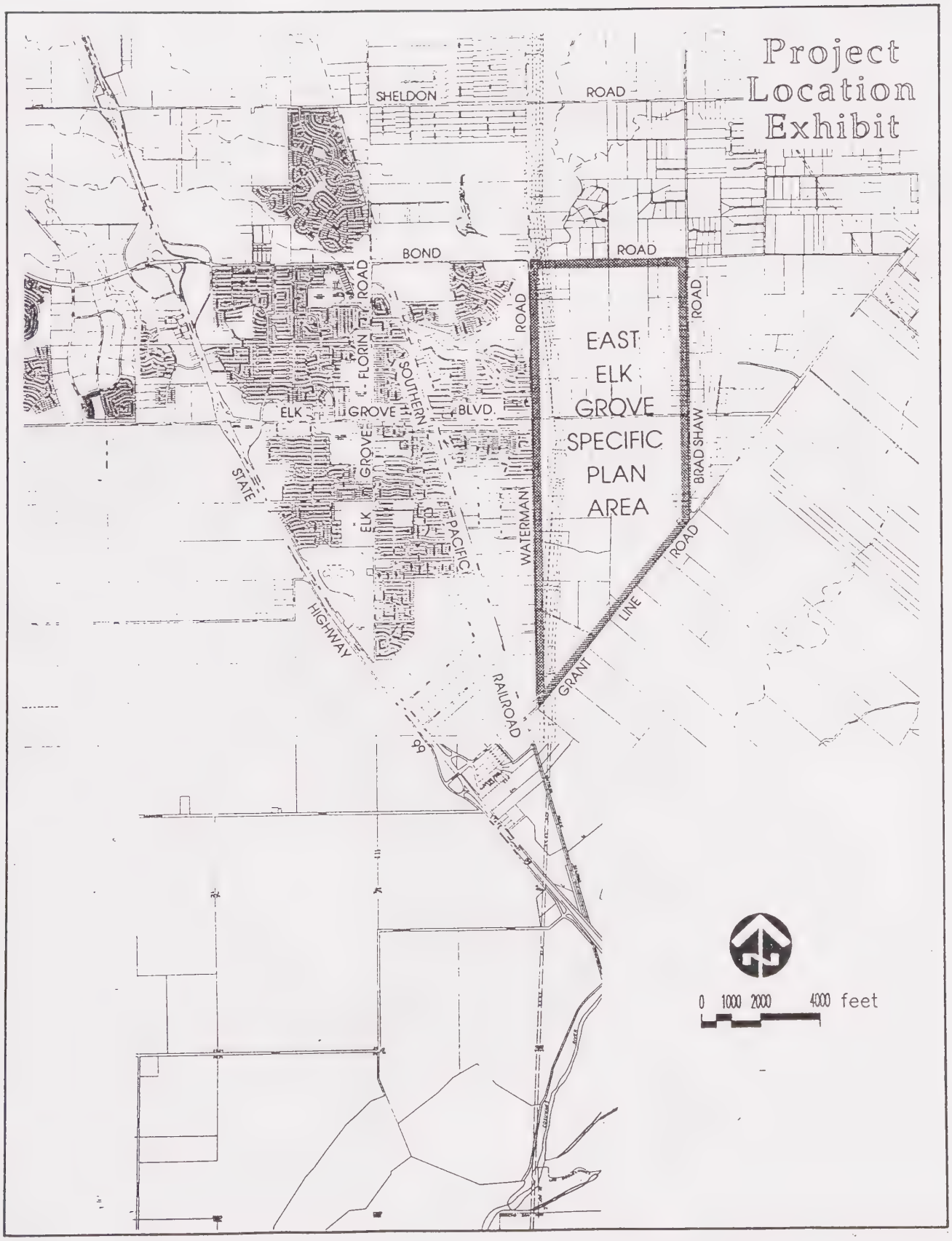



Figure 3.1-2
Community and Project Area

## 3.2. SURROUNDING LAND USES

The East Elk Grove Specific Plan area is surrounded by a variety of land uses (Figure 3.2-1).

West

Directly to the west, near the central portion of the Plan area, is a concentration of suburban development which is predominantly single-family residential in character. To the north of this existing development is a former County landfill that has been capped and landscaped; to the south is employment-related development which is served by the Southern Pacific Railroad.

North and East

Agricultural-residential uses are located directly to the north of the Plan area. Laguna Creek and its associated floodplain are a dominant feature within the properties to the north. Agricultural-Residential and Agricultural uses are located to the east of the Plan area.

South

To the south of the Plan area, agricultural uses are predominant. The private-use Sunset Sky Ranch Airport is also located directly to the south of the Plan area.

## 3.3. EXISTING LAND USES AND CONDITIONS - ON-SITE

### 3.3.1. EXISTING LAND USES

As shown on Figure 3.3-1, the East Elk Grove Specific Plan area consists primarily of fallow land. In general, large-scale commercial agricultural uses ceased approximately fifteen years ago, although small-scale irrigated agricultural pursuits are still conducted. Small land-holdings of rural residential and agricultural uses exist, primarily along Waterman and Bradshaw Roads. A Masonic Lodge is located along Waterman Road, approximately one-half mile south of Elk Grove Boulevard. An abandoned meat packaging plant with existing structures, is located approximately one-quarter mile north of Elk Grove Boulevard, midway between Waterman and Bradshaw Roads.

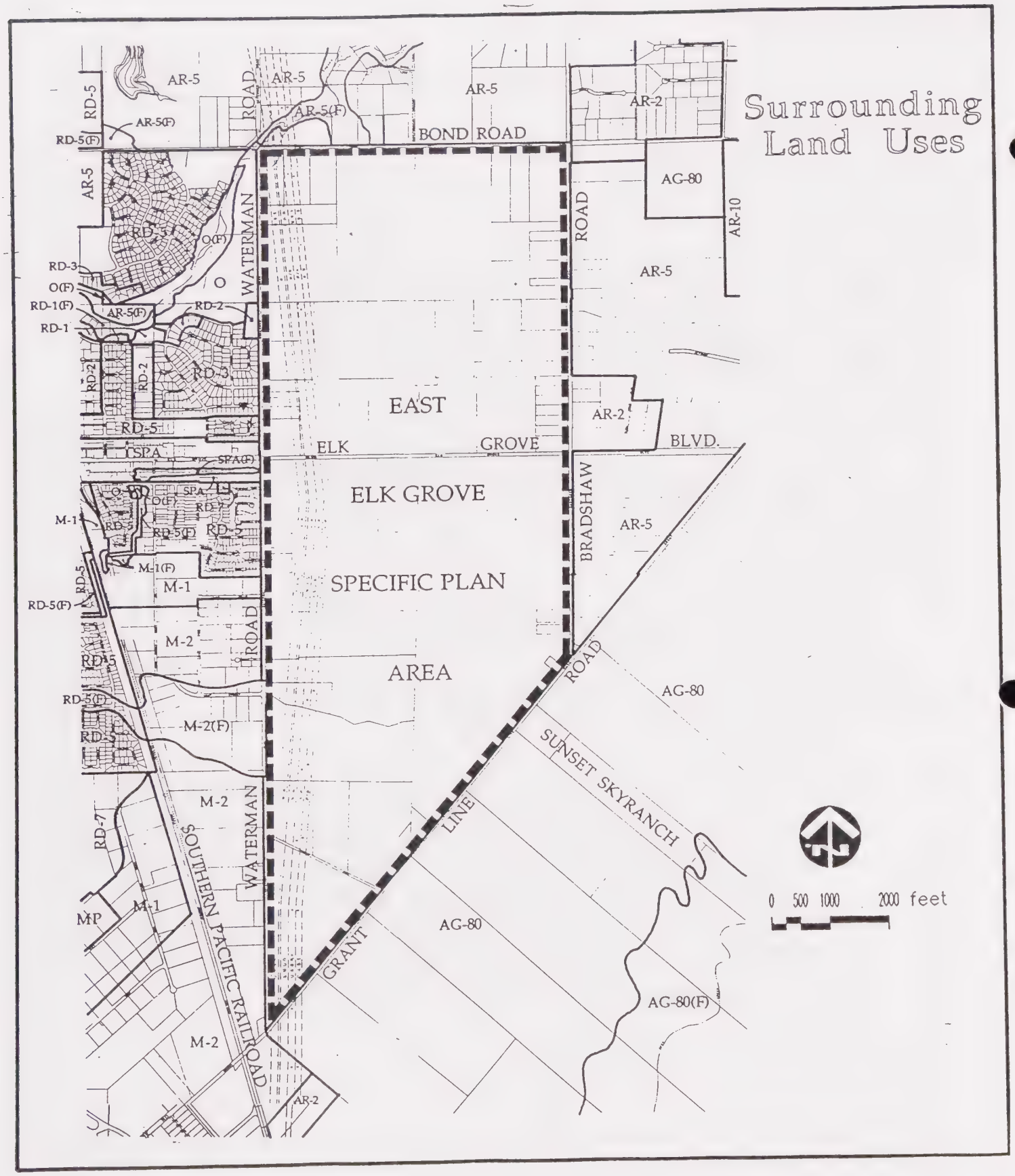
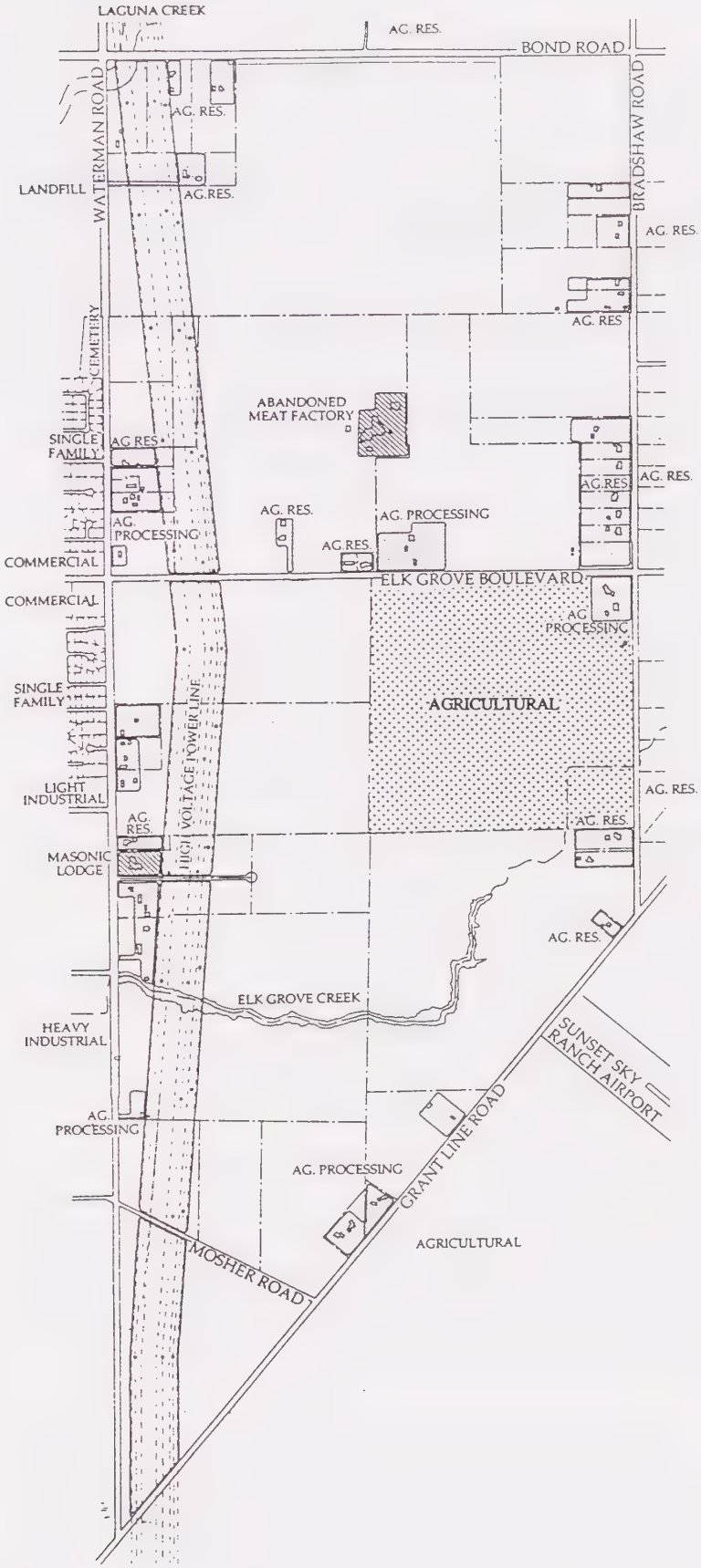
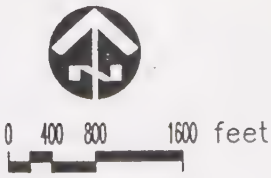



Figure 3.2-1
Surrounding Land Uses

# Existing On-Site Land Uses




This exhibit was prepared by Calthorpe Associates.

Figure 3.3-1
Existing Land Uses - On-Site

### 3.3.2. TOPOGRAPHY

The site is relatively flat, generally with slopes of 1/2% or less. The most prominent exception to this is in the northwestern corner of the Plan area where a ridge in the vicinity of Waterman Road has slopes of about 5% extending eastward for approximately 1,000 feet. The project site ranges in elevation from about 45 feet to about 65 feet mean sea level. A large portion of the project is in the 50 foot to 55 foot elevation range.

Generally, the site drains to the west. Four drainage sheds cross the Plan area. Major drainage features are Elk Grove Creek in the southern portion of the Specific Plan and a tributary to Laguna Creek in the northern portion. Laguna Creek passes through the northwest corner of the site.

### 3.3.3. SOILS

#### (a) Geological Conditions

The site is underlain by the Riverbank and Laguna formations, both of which are dissected alluvial fans and are generally composed of alluvial gravel, sand and silt, derived from the western slopes of the Sierra Nevada Range. There are no mapped faults on the site and the seismic risk in the area is considered low. There is no risk of other significant geological hazards to the site.

#### (b) Geotechnical Conditions

The Soil Survey of Sacramento County, California lists five soil types on the site which are primarily silty loams with some scattered areas of clays and gravels. Some clay areas have a high shrink/swell potential, but their effects can be successfully mitigated and should not significantly affect development on the site.

The undisturbed natural soils at shallow depths are capable of supporting anticipated residential, commercial and industrial structural loads. Substantially higher bearing capacities can be assigned to deeper, undisturbed soils. It is anticipated that future structures may be founded on relatively conventional foundations at shallow depths. Deeper foundations may be required for larger structures where higher allowable bearing pressures are desired.

Most soils are of "slow" or "very slow" permeability with "high" shrink-swell potential. The upper stratas typically consist of silt loam or clay layers about two feet in depth over claypan and indurated hardpan layers. According to the Soil Survey, none of the soils in the Planning area meet the criteria for the Prime Farmland designation. The depth to the hardpan/claypan layer, low permeability, and limited available water capacity are all limitations to the suitability of the soils for agricultural production.

(c) Groundwater Conditions

The project area is located within the Sacramento River Hydrologic Basin as defined by the California Department of Water Resources (DWR). Groundwater elevations for the project area were estimated using depth-to-ground water measurements made in a state well located on the north side of Elk Grove Boulevard between Bradshaw and Waterman Roads.

Groundwater elevations measured in the well have fluctuated from a maximum of 19 feet above mean sea level (MSL) during the spring of 1943 to a minimum of 67 feet below MSL during the spring of 1991. The ground surface of the project area generally ranges from 50 to 55 feet above MSL. Groundwater beneath the project area, therefore, has ranged from approximately 35 to 120 feet below the ground surface. The spring 1993 *Groundwater Elevations* map (the most current data available during the timeframe of this assessment) prepared by the Sacramento County Department of Public Works, Water Resources Division, indicates that regional groundwater flow is southwesterly. The current Sacramento County map also indicates that the groundwater beneath the project area is encountered approximately 110 feet below the ground surface, consistent with the historic low recorded at the DWR well as described above.

### 3.3.4. TOXICS/HAZARDOUS MATERIALS

A preliminary environmental site analysis was performed for the entire Specific Plan area. The study consisted of literature review and visual field investigation. The predominant land uses within the Plan area (irrigated pasture and natural grassland/grazing sites) are generally "clean" operations with respect to hazardous materials issues. Sporadically located among the irrigated and grazing lands are older homestead sites (ranch operations hubs), rural residential sites, a few commercial facilities, and agricultural sites that were cultivated in orchard or row crops. No serious hazardous materials encumbrances that would be immediate threats to human health or the environment were found, nor was any data encountered to indicate any known regional impairments to groundwater quality within the Plan area.

Several general recommendations have been made with respect to hazardous materials issues, none of which are extraordinary. These general recommendations concern proper abandonment of existing water supply wells, performing asbestos surveys of existing structures prior to demolition and appropriate disposal or recycling of inert rubble and debris associated with various old sites within the Plan area.

Only a few site-specific recommendations were made, the predominant one being simply to perform individual field reconnaissances at inaccessible, non-participant properties within the Specific Plan area. Other site-specific recommendations concerned soil and groundwater quality at certain areas of the former Elk Grove Meat Company facility, potential persistent pesticide residuals in soil at a former orchard site, and landfill gas at the now closed Elk Grove Disposal site. Each of these items was addressed in two follow-up documents

entitled *Site Assessment Addendum* and *Soil and Groundwater Testing* report of findings.

Soil gas and groundwater contaminants potentially migrating from the Elk Grove Disposal site are not a threat to the Specific Plan area. The localized groundwater flow direction is away from the Plan area and landfill gas is currently being regularly monitored and addressed by appropriate state and county agencies. Furthermore, a landfill gas migration control and destruction system has already been installed at the facility.

Historical orchard soils can become contaminated through the application of agricultural chemicals potentially made to the fruit trees in the past. The results of the surficial soils sampling and testing program at the old orchard site within the Specific Plan area revealed no persistent pesticide residuals that would warrant further investigation or remediation, or mitigation during redevelopment.

Subsurface soils sampling and testing in the former location of a waste oil underground storage tank (UST) at the Elk Grove Meat Company revealed no significant contaminants; as such, no additional investigation or remediation is necessary at this location. The groundwater testing indicates that nitrate is elevated in the shallow aquifer in the immediate vicinity of the meat plant, while the deeper aquifer appears to have been unaffected by nitrate. The nitrate concentration detected in the shallow aquifer is well below the California Maximum Contaminant Level for nitrate in drinking water. Since new water supply wells in the Specific Plan area will be constructed to preclude drawing water from the shallow aquifer, a localized area of elevated nitrate in groundwater should not impair future development within the Plan area.

### 3.3.5. BIOLOGICAL RESOURCES

Biotic inventories were conducted in accordance with General Plan Policies CO-63 and CO-147 to characterize habitat types and determine the presence of special-status species:

*CO-63*

*"Community plans and specific plans shall include a complete inventory of seasonal and permanent marshland, riparian habitat, and riparian woodland."*

*CO-147*

*"Identify suitable habitat for threatened and endangered species through the community and specific plan process."*

The biotic resource inventory includes five major components:

(a) habitat characterization (including plant and animal inventory);

(b) identification of nests;

(c) delineation of jurisdictional "waters of the U.S.";

(d) determination of watershed areas of existing wetlands; and

(e) special-status species determination.

Results of biotic assessments are summarized below. Participating properties (those with Tentative Maps pending) have been surveyed to the level of detail required for application processing. Non-participating properties have been analyzed to permit accurate habitat characterization and sensitivity for special-status species but will require site-specific analysis in the future as development plans are formulated.

**(a) Habitat Characterization**

Two distinctive habitat types, terrestrial and aquatic, are found within the Specific Plan area. Terrestrial habitat includes non-native annual grassland, irrigated pasture, and riparian scrub. Aquatic habitat includes vernal pools and seasonal wetlands, man-made ponds, and irrigation ditches. Definitive features, dominant species, and relative locations for each of these habitat types are described below:

(1) Terrestrial Habitats

*Non-Native Annual Grassland*

The dominant habitat type in the Specific Plan area is non-native annual grassland. These areas are typically not irrigated and occur in several forms, including historically disturbed fallow ground, dry pasture (primarily used for cattle and horses), and "buffer" areas along roads and near houses. Plant species most common throughout the area include soft chess (*Bromus hordeaceus*), ripgut brome (*Bromus diandrus*), wild oat (*Avena fatua* and *A. barbata*), barley (*Hordeum marinum* and *H. murinum*), filaree (*Erodium* spp.), tarweed (*Holocarpha virgata*), yellow star thistle (*Centaurea solstitalis*), wild radish (*Raphanus sativus*), and toad rush (*Juncus bufonius*).

*Irrigated Pasture*

Flood irrigation of pastures occurs during the dry months in many parts of the Plan area. Plant species (forage) consists of a mixture of typical dryland species, as well as many species that occupy the margins of wetlands, and include fescue (*Festuca* spp.), birdsfoot trefoil (*Lotus corniculatus*), chicory (*Cichorium intybus*), curly dock (*Rumex crispus*), English plantain (*Plantago lanceolata*), tall flatsedge (*Cyperus eragrostis*), thistle (*Circium* spp.), spiny-fruit butter-cup (*Ranunculus muricatus*), and white clover (*Trifolium repens*).

*Riparian Scrub*

Two creeks cross the project site and support approximately eight acres of riparian vegetation. Laguna Creek, in the northwest corner of the site, contains a wide, flat channel with little woody vegetation. The lower portions of the steep banks are mainly lined with arroyo willow (*Salix lasioleis*). Tree species, such as white alder (*Alnus rhombifloia*) and elm (*Ulmus* sp.) are scattered among the willows, but they are not abundant or dense enough to constitute woodlands.

Elk Grove Creek flows east to west through the southern portion of the site. The creek is shallow and carries low flows year round. Channel depth is mostly less than one foot, and width is less than fifteen feet. A tributary to the creek also enters from the east and joins with the main creek. Portions of both of these channels are lined with Himalayan blackberry (*Rubus discolor*). One dense area of sandbar willow (*Salix exigua*) is located in the western portion, and arroyo willow (*Salix lasiolepus*), gooddingii's willow (*Salix gooddingii*), and cottonwood (*Populus fremontii*) are also scattered along the corridor, mostly in the western half. As with Laguna Creek, there are not enough trees to constitute a woodland.

*Residences - Exotic Landscaping*

Most of the vegetation around the residences are ornamental species. In general, residential areas support the highest density and diversity of woody vegetation. Several species of trees not found in any other habitats were recorded in these areas, such as camphor (*Cinamomum camphora*), persimmon (*Diospyros viraginaia*), and fruitless mulberry (*Morus alba*).

(2) Aquatic Habitats

*Elk Grove Creek*

Elk Grove Creek flows east to west in the southern portion of the Specific Plan area. A tributary branch enters the Plan area from the east and confluences with the primary creek near the eastern boundary. The creek is a relatively shallow, low capacity channel that carries water year round. Summer flows are light and result from agricultural and urban runoff.

Portions of the channel bottom not covered by Himalayan blackberry support emergent vegetation. Species include spikerush (*Eleocharis macrostachya*), rabbits food grass (*Polypogon monspeliensis*), and hyssop loosestrife (*Lythrum hyssopifolium*). Cattle now trample and graze heavily on the channel vegetation causing a general degradation of the system.

*Laguna Creek*

Approximately 325 feet of Laguna Creek flows through the northwest corner of the Specific Plan area. The channel was reconfigured several years ago, and will not be affected by proposed development.

The channel bottom of Laguna Creek contains deep sand and an abundance of herbaceous wetland vegetation. Water levels fluctuate throughout the year, with occasional dry periods. Species include dallisgrass (*Paspalum dilatatum*), rabbits foot grass (*Polypogon monapwliwnaia*), and Bermuda grass (*Cynodon dactylon*).

*Man-Made Ponds*

Three types of man-made ponds occur in the northern half of the Plan area. A large stock pond approximately fifteen feet deep supports virtually no vegetation because of year round cattle use. Water level in the stock pond fluctuates widely through the year, filling in winter and declining to its lowest level in fall. Another stock pond, centrally located in the Plan area, is filled as needed from groundwater and is heavily used by cattle. Virtually no emergent vegetation grows in this pond.

Also in the northern portion of the Plan area is a shallow stock pond (less than two feet deep). This feature exhibits characteristics of a seasonal wetland in the winter and a stock pond during the dry months when it receives supplemental water from irrigation runoff. It supports typical seasonal wetland species, such as ryegrass (*Lolium perenne*), barley (*Hordeim marinum*), spikerush (*Eleocharis macrostachya*), and hyssop loosestrife (*Lythrum hyssopifolium*). During the summer months, the wetland supports dallisgrass (*Paspalum dilatatus*), common knotweed (*Polygonum arenastrum*), and rabbits foot grass (*Polypogon monspeliensis*).

Other man-made ponds are located in areas near or within irrigated pastures. These ponds are kept full during the dry season and support species such as water plantain (*Alisma plantagoaquatia*), bulrus (*Scirpus acutus*), and cattail (*Typha latifolia*).

*Vernal Pools*

Vernal pools are depressional areas within the grassland landscape which pond during the wet winter months and dry out during spring. They are generally small, but can exist in a wide range of depths (several inches to several feet) and sizes (several square feet to several thousand square feet). Vernal pools can occur as isolated basins or as depressions within swales. Flowering of various plant

species begins during the period of inundation and continues into early summer.

Vegetation is characterized by native species, the majority of which are non-grass species such as coyote thistle (*Erynigium vaseyi*), popcorn flower (*Plagiobothrys stipitatus*), Fremont's goldfields (*Lasthenia fremontii*), white-head navarretia (*Navarretia leucocephala*), dwarf woolyheads (*Psilocarphus brevissimus*), and American pillwort (*Pilularia americana*).

*Seasonal Wetlands*

Seasonal wetlands are typically shallow. Many are located in fallow fields and in dry pasture land. Other seasonal wetlands are located in swales or drainages which convey slow moving water and may or may not pond.

Seasonal wetlands are differentiated from vernal pools based on a characterization of hydrology and vegetation. They tend to pond for shorter periods of time (although they may remain saturated for extended periods), and support a plant community primarily of grass species (barley and ryegrass).

(b) Trees

An Arborist Survey conducted on the applicant properties identified a total of eight oak trees (Figure 3.3-2). Other species present within the Specific Plan area include black walnut, cottonwood, elm, eucalyptus, sycamore, willow, pine, and cypress trees, and a variety of agricultural and ornamental species, including English Walnut, olive, pistachio, apple, prune, fig, mulberry, sugar maple, and camphor trees. The County's tree ordinance focuses primarily on oak trees; however, it does provide that other species may be subject to mitigation requirements based upon review of individual projects, and particularly for "landmark" trees, defined as trees with a diameter of 19 inches or greater. Tree mitigation requirements may be imposed for individual properties within the Specific Plan area as a part of the County's Tentative Map review process. A full survey of all trees identified in the Plan area is included in Appendix E.

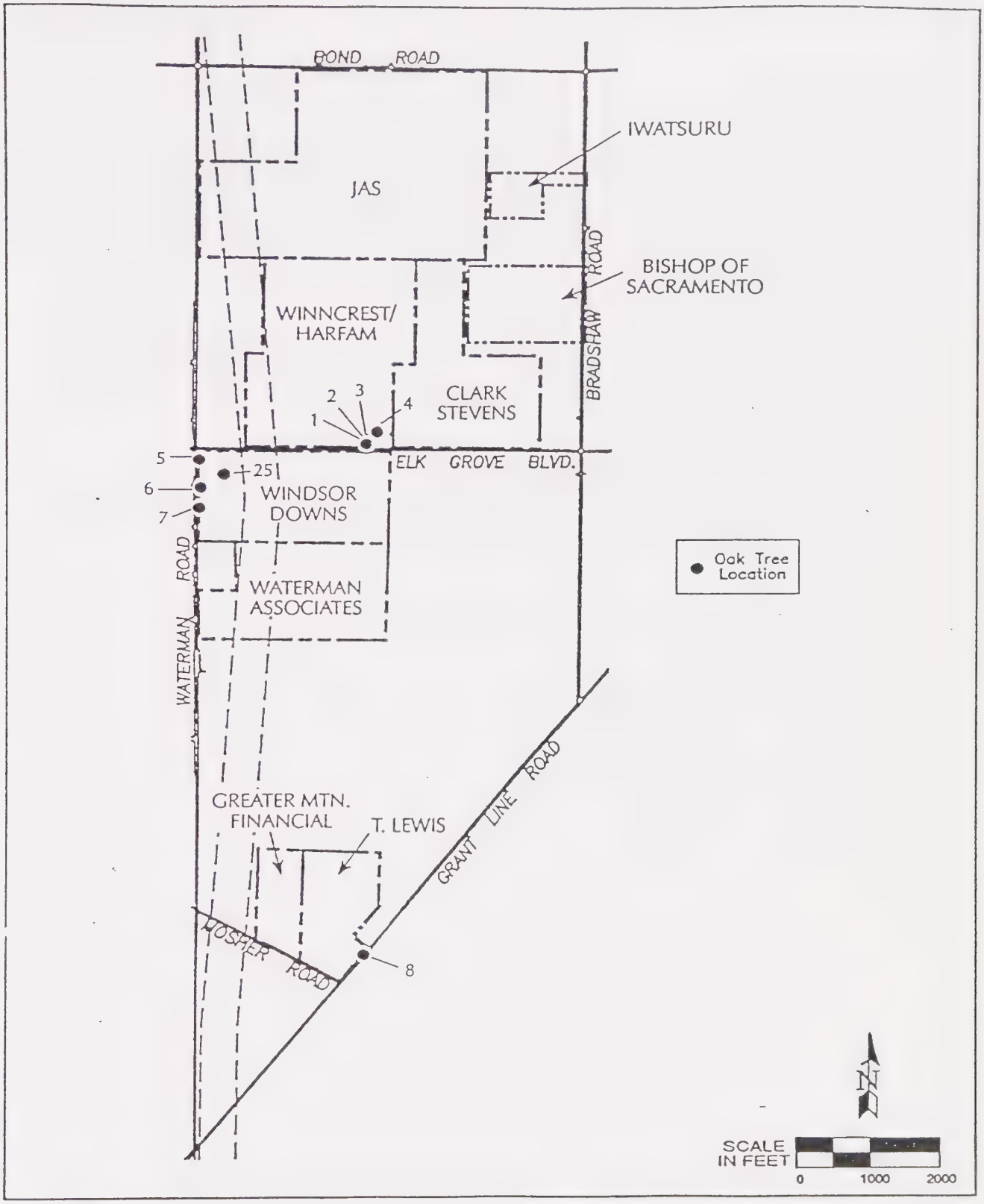



Figure 3.3-2
Oak Tree Location of Participating Properties

(c) Nests

The location of a red-tailed hawk nest as well as other bird nests observed during field surveys is included in a map in Technical Appendix E. While not a special-status species, red-tailed hawks are protected under Fish and Game Code of California §3503.5. Raptor nesting surveys may be required prior to project development. If nesting is observed, the Department of Fish and Game has discretion over protective measures.

The Plan area also provides foraging habitat for the Swainson's Hawk. The Swainson's Hawk is listed as a threatened species pursuant to the California Endangered Species Act §670.5(b)(5)(4). No bird nests have been observed within the Plan area during field surveys.

**(d) Jurisdictional "Waters of the U. S."**

The distribution of aquatic habitats within the Plan area is depicted on the following figure, with acreages of jurisdictional waters given in the table below.

JURISDICTIONAL "WATERS OF THE U.S.," ACREAGES

| WATER | ACREAGE |
|---|---|
| Perennial Stream | 2.5 |
| Man-Made Pond | 1.4 |
| Seasonal Wetland | 8.6 |
| Vernal Pool | 4.0 |
| TOTAL | 16.5 |

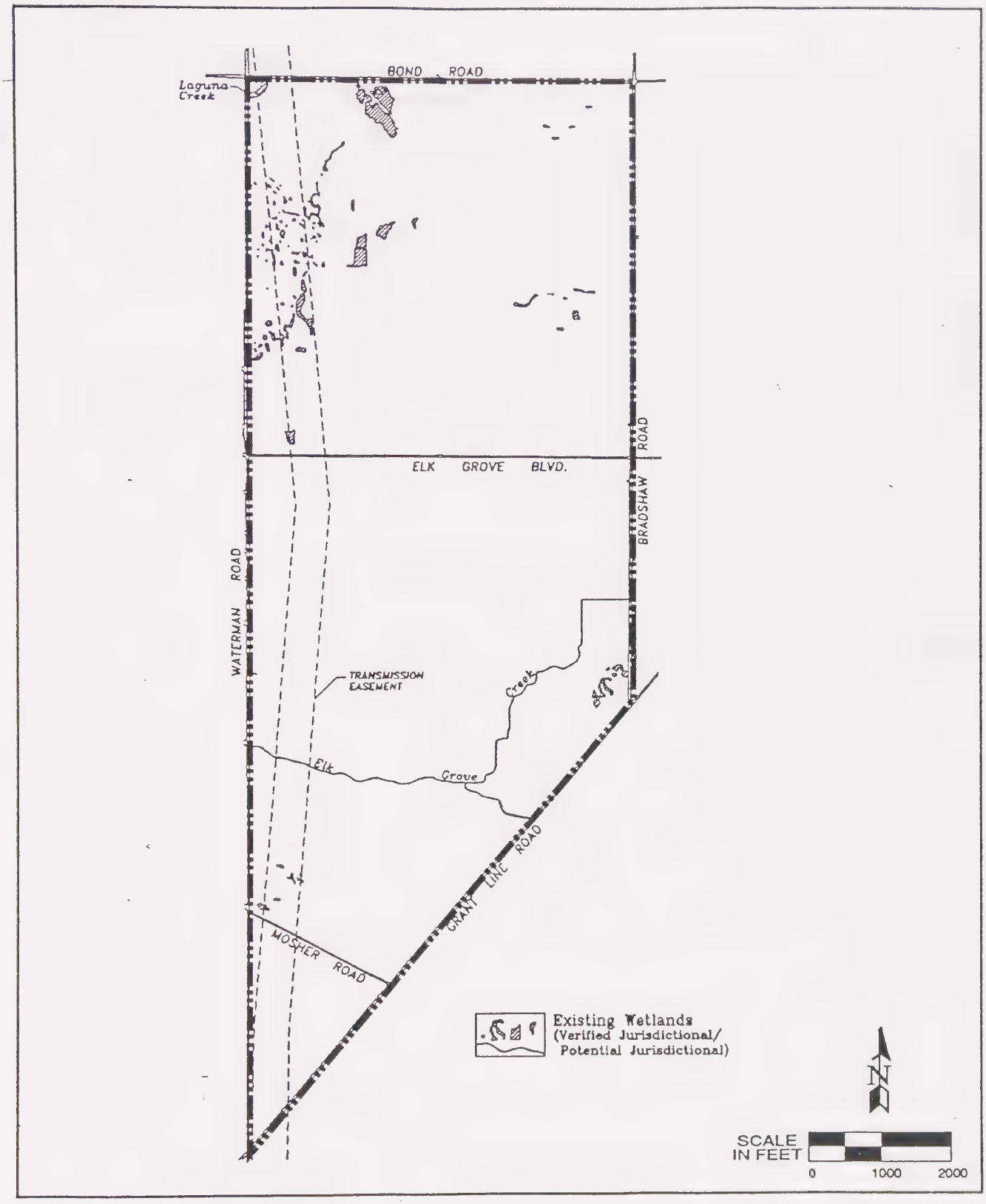



Figure 3.3-3
Wetland Delineation

### (e) Watershed Areas of Existing Wetlands

*Local Watersheds*

The approximate watershed area tributary to each existing wetland or wetland cluster within the Specific Plan area is identified in Technical Appendix E. Portions of the Plan area which are not included in a designated watershed do not contribute runoff to an on-site wetland.

*Assessment of Wetland Functions*

Analyses of wetland functions and benefits present within the East Elk Grove Specific Plan area have been performed for three wetland systems within the Plan area: drainages and wetlands tributary to Laguna Creek (including the reach of Laguna Creek crossing the Plan area), Elk Grove Creek and tributaries, and isolated wetlands. These functional values are summarized in the table below.

SUMMARY OF EXISTING WETLAND FUNCTIONS

| Function | Extent | Measurement / Indicator |
|---|---|---|
| Floodwater storage/conveyance | Absent except Laguna Creek | Frequent overbank flows during high water events. |
| Groundwater recharge | Absent | Poorly permeable soils. |
| Storm surge buffer | Absent | Not relevant to this site. |
| Shoreline stabilization | Absent | Not relevant to this site. |
| Streambank stabilization | Present | Streamside vegetation along Elk Grove Cr. |
| Groundwater discharge | Absent | Not relevant to this site. |
| Nutrient removal | Absent | Lacks required configuration, vegetation, and retention time. |
| Contaminant removal | Absent | Lacks required configuration and retention time. |
| Sediment removal | Absent | Lacks required configuration and retention time. |
| Production export | Absent | Lacks extensive shallows or riparian cover; isolated wetlands lack outlet. |
| Maintenance of Biodiversity | Minimal in Elk Grove Creek, present in vernal pools | 3.5± acres of vernal pool habitat; patchy riparian vegetation. |
| Setting for Cultural Activities | Absent | No public use or known cultural resources. |

### (f) Special-Status Species

A comprehensive list of potentially occurring special-status plant and animal species has been compiled for the Plan area based upon the habitat types present, and is included in Technical Appendix E. Special-status species actually observed during field surveys include fairy shrimp and several foraging raptors. Figure 3.3-4 shows the locations of observed fairy shrimp.

The Plan area also provides foraging habitat for the Swainson's Hawk. The Swainson's Hawk is listed as a threatened species pursuant to the California Endangered Species Act §670.5(b)(5)(4). No bird nests have been observed within the Plan area during field surveys.

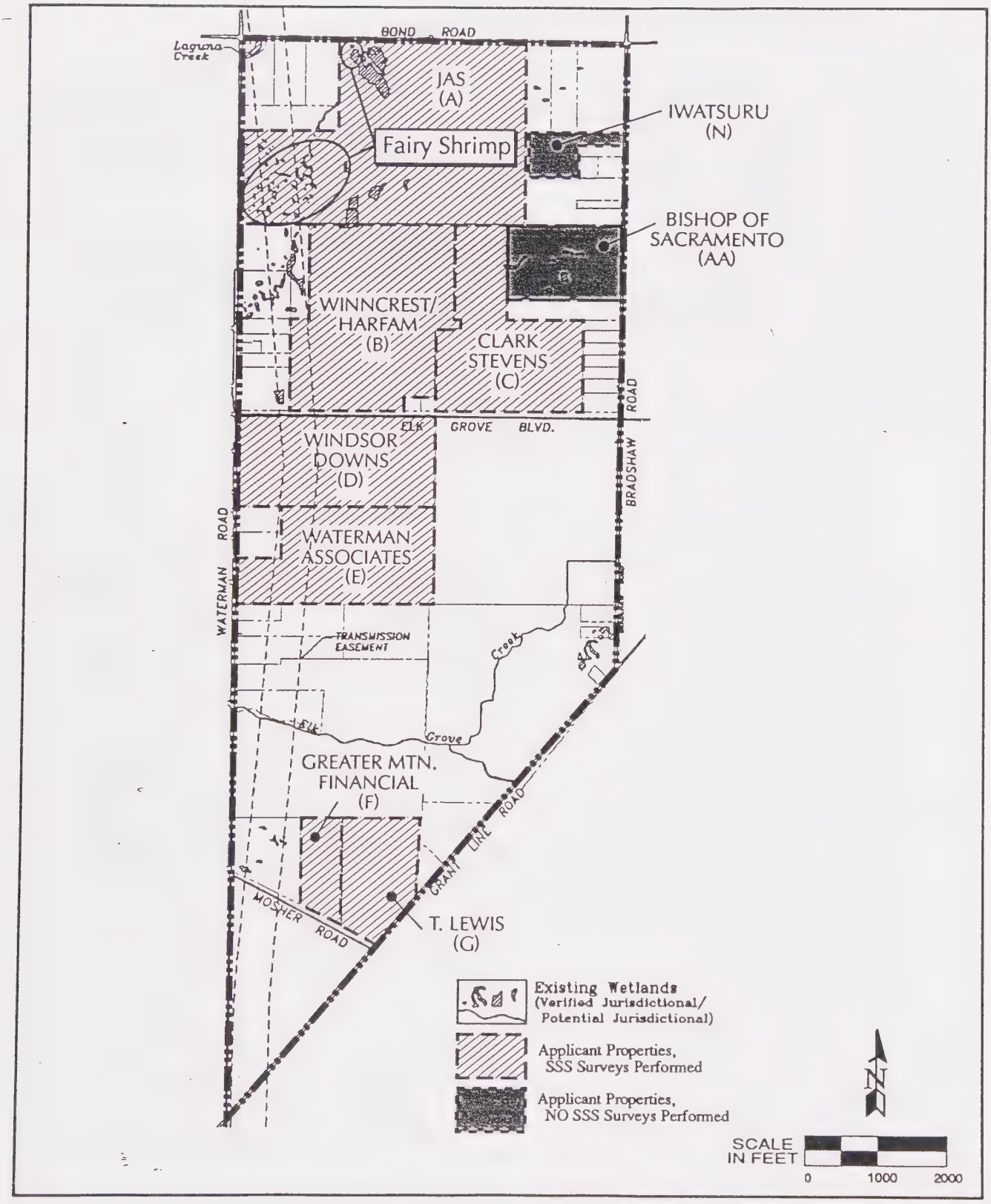



**Figure 3.3-4**
**Special-Status Species Locations**

### 3.3.6. ACOUSTICS

The existing ambient noise environment in the Plan area is defined primarily by traffic on local roadways, railroad operations west of the site, and occasional overflights due to aircraft operations associated with the Sunset Sky Ranch Airport. The contributions from each of these noise sources to the overall ambient noise environment is described below:

**(a) Automobile Traffic**

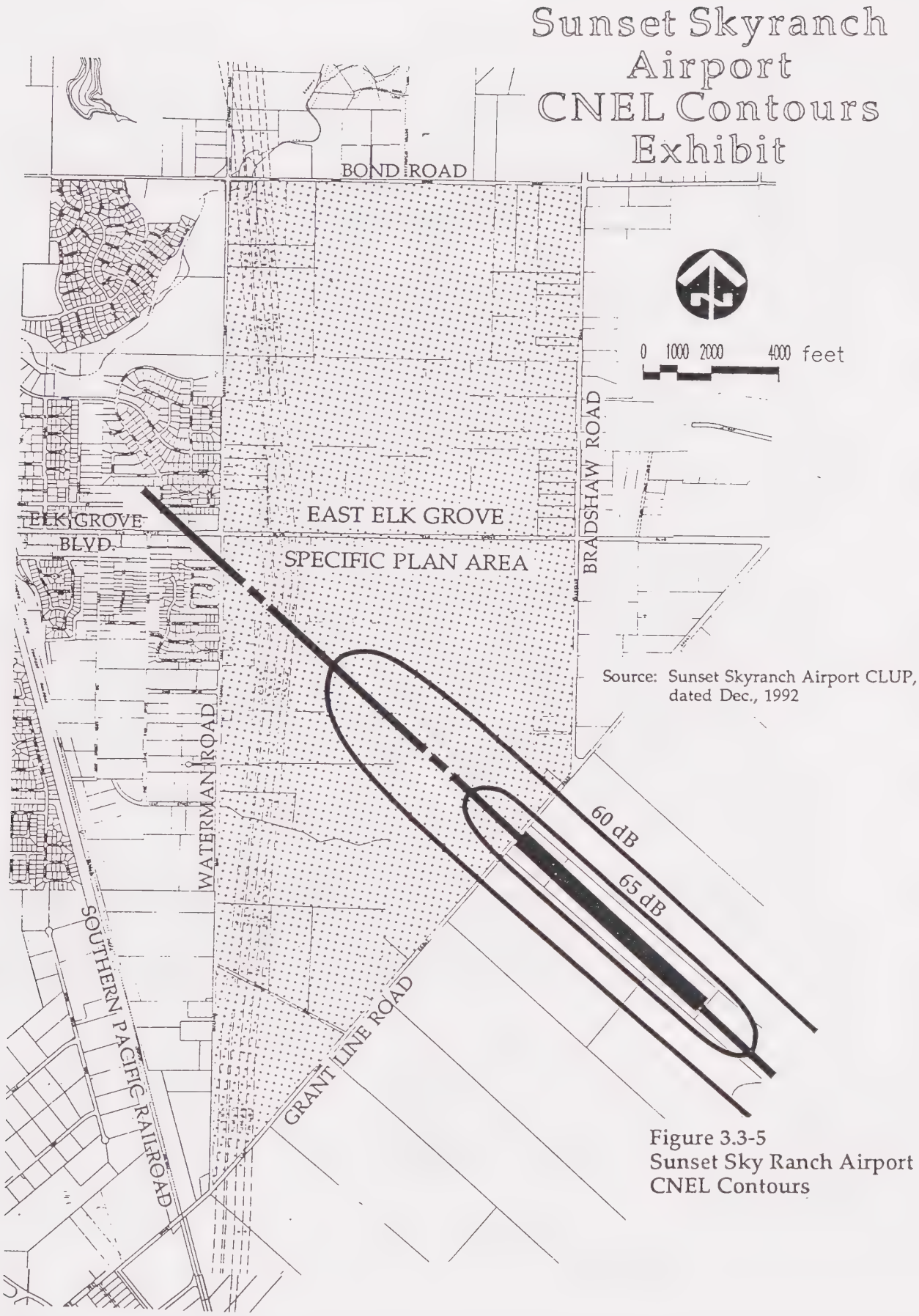
Traffic on the existing major roadways generate noise levels of up to 68± decibels (at 50 feet away). These levels are not unusual, but will require some form of mitigation. Soundwalls, the most common form of traffic sound attenuation adjacent to residential areas, can be successfully used on these roadways.

**(b) Railroad Operations**

The Southern Pacific Railroad is located west of the Specific Plan area. It runs diagonally to most roads in the area in a northwest/southeast direction. The railroad is closest to the southern end of the Plan area, approximately 500 feet away. Noise associated with the railroad can be significant; however, sound attenuation will not be necessary in the Specific Plan area primarily because of the distance between the railroad and Plan area. In addition, the Land Use Diagram, discussed later in Section Four, incorporates industrial-type uses at the southern end of the area where noise from the railroad is greatest. These industrial land uses are compatible with the existing noise levels generated by the railroad and do not require sound attenuation.

**(c) Sunset Sky Ranch Airport**

A document entitled *"The Sunset Sky Ranch Airport Comprehensive Land Use Plan"* (CLUP) establishes the noise contours associated with this airport. A small portion of the Specific Plan area is within the 65 to 70 decibel range. According to General Plan criteria, residential lots must be five acres or larger in this noise range. Figure 3.3-5 shows the noise contours established in the CLUP.




Source: Sunset Skyranch Airport CLUP, dated Dec., 1992

Figure 3.3-5
Sunset Sky Ranch Airport
CNEL Contours

### 3.3.7. HISTORICAL/CULTURAL RESOURCES

A literature review and preliminary field investigation has been conducted utilizing historic and site location maps, historic texts, and contacts with knowledgeable individuals to gather information regarding the potential presence of prehistoric and historic cultural resources within the Plan area.

There are no known prehistoric period resources within the Plan area. The terrain is primarily dry plain, with only one natural creek. As a result, the area was not favorable for prehistoric settlement, but may have been used seasonally for hunting and the gathering of plant foods, activities that leave little physical evidence.

The Plan area has been used for agricultural purposes since the earliest settlement of the region. The lack of water and the quality of the soil limited the density of the occupation, with only a few scattered farms on the landscape in the earlier period. No historic period resources have been formally recorded in the Plan area, but there are several structures that may be at least fifty years old, and possibly older, based on the initial map review. Of particular note is the Rohr House, located on Grant Line Road. The 1867 plat of the township shown the Koons House at this location; it is possible that the existing structure at the same location may be that old and historically significant. Some of the other structures on the early maps are no longer standing, but there could be historic period archaeological deposits present at these locations. The other existing structures that coincide with mapped locations of earlier structures are plain in style, with no apparent architectural distinction.

In addition to the preliminary cultural resource investigation of the entire area, complete field investigations were performed for each of the properties on which tentative maps are being processed concurrent with the Specific Plan. There are no historic structures and no prehistoric features or sites located on any of these properties.

### 3.3.8. TRANSMISSION POWERLINE EASEMENTS

A corridor of transmission powerline easements traverses the Plan area generally in a north-south direction, just east of Waterman Road. The corridor contains four separate 230 kv systems with tall towers and poles supporting the overhead lines. The easements include restrictions which preclude many types of land uses, including structures and trees over fifteen feet tall.

### 3.3.9. PARCEL SIZES/OWNERSHIP PATTERNS

Parcel sizes and ownership patterns within the Specific Plan area vary. The site's many large parcels are conducive to development because assemblage problems and adjacent land use conflicts are minimized. Several 2± acre parcels along Bradshaw Road are the primary exception with a few other relatively small parcels existing throughout the Plan area, often along arterial roadways.

## 3.4. SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

As described in Sections 3.2. and 3.3. above, there are a variety of factors within and around the Specific Plan area which create development opportunities or constraints, or in many cases, both. The Land Use Diagram, detailed in Section Four, has been designed taking these factors into consideration.

### 3.4.1. OPPORTUNITIES

The Plan area has been identified in the Sacramento County General Plan as a "Growth Area" for many reasons:

- The site is close to existing urban development and infrastructure.
- Surrounding and on-site land uses pose few development restrictions.
- The property's topography and soils conditions are conducive to development.
- Because the historical use of the site has primarily been for agricultural and grazing purposes, there are relatively few issues associated with toxic and/or hazardous materials. For the same reason, the amount of sensitive biological resources, such as wetlands and special status species, is also relatively limited as compared to other areas of the County.
- Acoustical restrictions impact only a small portion of the Plan area.
- The potential for prehistoric period resources and significant historic structures appears to be quite low.
- The existing powerline corridor can be used for open space, recreation, and non-vehicular circulation and can also accommodate flood control and stormwater quality facilities. The corridor also might be used for parking and storage associated with industrial and employment types of land uses.
- Parcel sites are generally large, allowing for economical acquisition and development with few restrictions due to ownership patterns.
- Automobile access to and from the site is favorable as the site is surrounded by major roadway facilities and there are three arterial connection routes to State Route 99.

### 3.4.2. CONSTRAINTS

The most significant development constraints are summarized pictorially on Figure 3.4-1. These existing hazards and environmental features limit the location and type of land uses that can be developed in certain areas of the Plan.

The following is a listing and brief discussion of the most important development constraints:

- Residential land use and land uses which include large congregations of people in evening and nighttime hours are discouraged south of Mosher Road due to potential hazards associated with existing industrial facilities to the southwest of the Plan area.

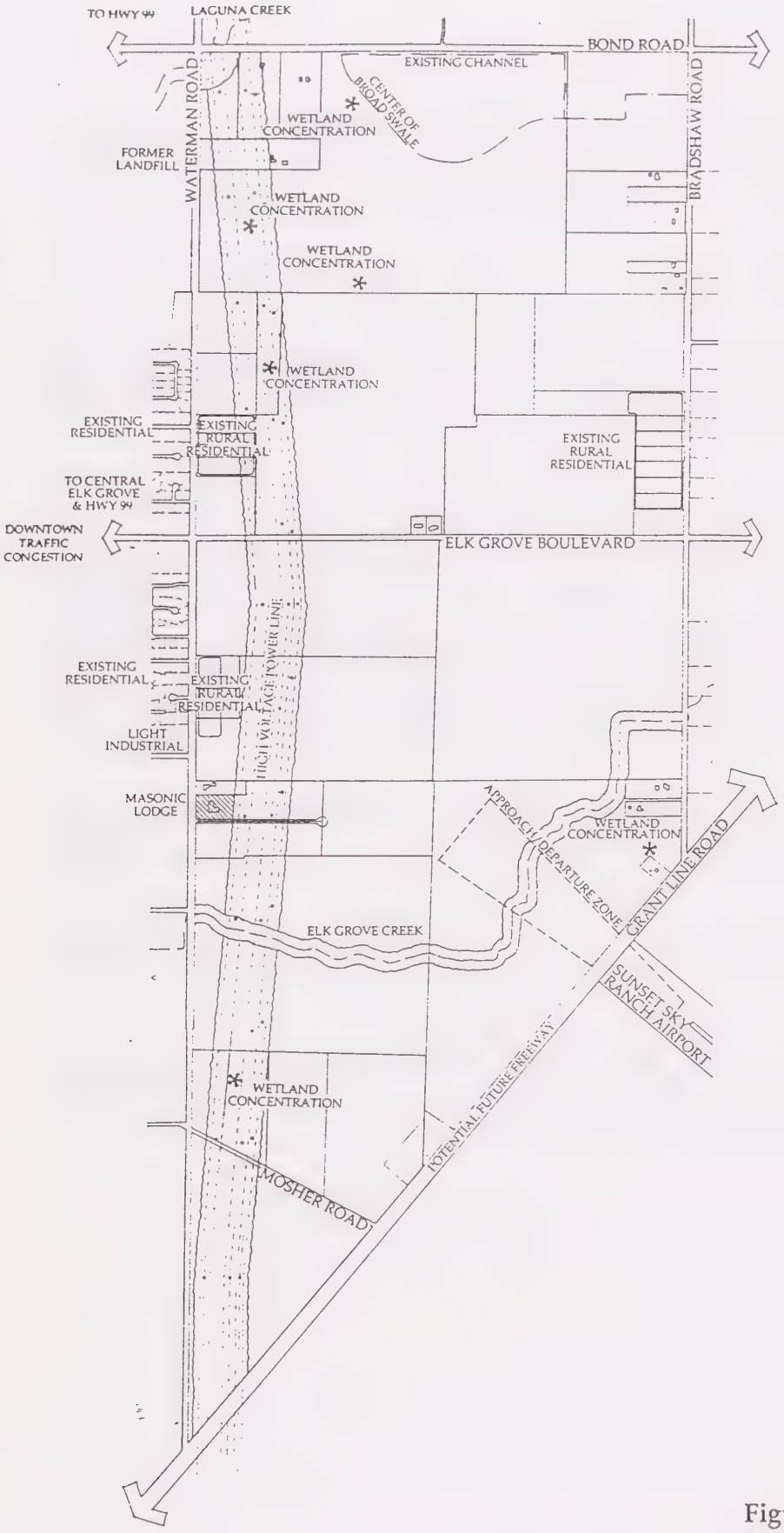
- The Sunset Sky Ranch Airport poses a constraint to development for safety and noise reasons. The Comprehensive Land Use Plan (CLUP) for the airport requires minimum five-acre lots within the Approach/Departure Zone. The CLUP prohibits land uses, such as schools, day care centers, and retail centers in the Approach/Departure Zone. Furthermore, in this area, the CLUP prohibits the placement of potentially hazardous materials which eliminate uses such as gas stations. A small portion of the Plan area is affected by 65 decibel and greater noises associated with the airport. The General Plan does not allow residential uses in areas with such noise levels.

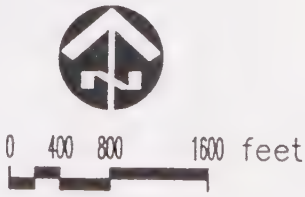
- Wetlands concentrations have been identified at certain locations throughout the Plan area. Wetlands must either be preserved or mitigated for, if impacted.

- The transmission powerline easements along the west side of the Plan area preclude the placement of buildings and limit the allowable height of trees.

- Stormwater runoff from the east will have to be accommodated. The quantity of combined runoff from on-site and off-site areas will require two open channels within the Specific Plan area.

# Major Constraints Exhibit




This exhibit was prepared by Calthorpe Associates.

Figure 3.4-1
Major Development Constraints

# SECTION FOUR

# LAND USE

## 4.1. INTRODUCTION

This section describes the various land uses specified by the East Elk Grove Specific Plan. Section 4.2 briefly summarizes the four general land use categories designated on the Land Use Diagram, including Residential, Commercial, Industrial, and Open Space. Sections 4.3 through 4.6 address in greater detail the planning concepts, policies, development standards, and design guidelines that govern future development within each of these four land use categories.

Several factors have influenced the distribution of land uses within the East Elk Grove Specific Plan. The major influences include key land use related General Plan Policies as discussed throughout this section, the Planning Principles resulting from the Citizens Advisory Committee process (presented in Section Two), and the opportunities and constraints listed in Section 3.4.

As described in the Sacramento County Specific Plan Ordinance, Specific Plans refine the policy direction provided by the General Plan and replace or supplement the Zoning Map and regulations. Procedurally, adoption of the East Elk Grove Specific Plan required a General Plan Amendment and amendment to the Elk Grove Community Plan Amendment. Additionally, development within the Plan area is subject to subsequent approval of rezone applications, tentative maps, and other discretionary permits as specified by Sacramento County codes and regulations unless amended herein.

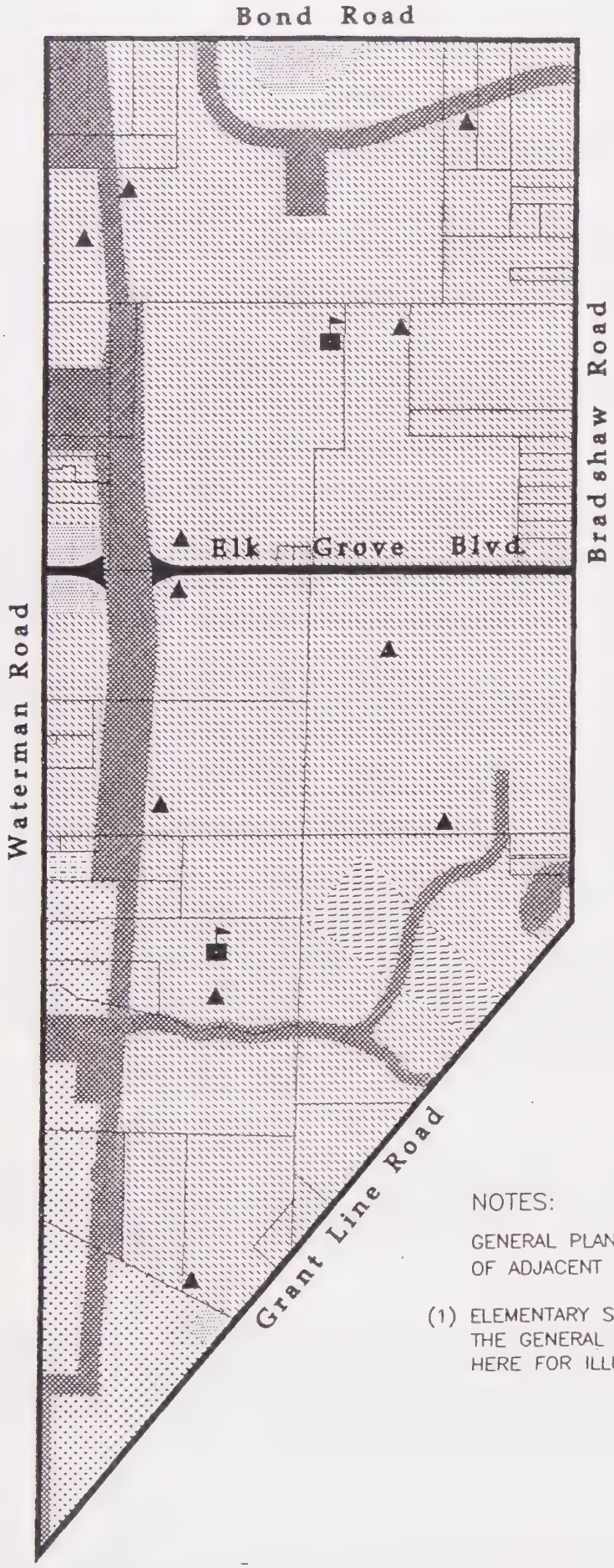
*General Plan Amendment*

The Board of Supervisors adopted a General Plan Amendment for the East Elk Grove Specific Plan on December 20, 1995. The General Plan Amendment redesignated the Plan area from Urban Development Area (UDA) to designations shown on Figure 4.1-1.

*Elk Grove Community Plan Amendment*

The Community Plan designation for the Plan area is to be amended to an alpha-numeric designation referring to the Specific Plan Land Use designations. The Elk Grove Community Plan will refer to the East Elk Grove Specific Plan, eliminating the need for individual Community Plan designations within the site.

# General Plan Land Use Diagram




0 400 800 1600 feet

## LEGEND

- AGRICULTURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- COMMERCIAL AND OFFICES
- INDUSTRIAL INTENSIVE
- QUASI PUBLIC – (LODGE)
- RECREATION
- PARK
- SCHOOL (ELEMENTARY) (1)
- PROPERTY LINES

NOTES:

GENERAL PLAN DESIGNATIONS EXTEND TO THE CENTERLINE OF ADJACENT MAJOR ROAD RIGHTS–OF–WAY.

(1) ELEMENTARY SCHOOLS ARE NOT SHOWN ON THE GENERAL PLAN, HOWEVER, THEY ARE SHOWN HERE FOR ILLUSTRATIVE PURPOSES.

Figure 4.1-1
General Plan Designations

*Rezoning*

Zone classifications of properties within the Plan area will not change as a result of the adoption of the Specific Plan. Discretionary actions for rezoning of individual properties will occur through separate rezone applications.

*Tentative Maps*

Concurrent with the preparation of this Specific Plan, tentative map applications and rezone requests have been filed for the properties shown on Figure 2.7-1. (Other tentative maps may be filed subsequently.) These properties represent approximately one-half of the total land area designated Residential.

## 4.2. SUMMARY

The East Elk Grove Specific Plan establishes a multiple use planned community featuring a maximum of 4,300 total dwelling units, three retail centers, an industrial area, two elementary school sites, and numerous public park sites and open spaces. Plan area land use designations are illustrated on Figure 4.2-1, Specific Plan Land Use Diagram, Page 4-8, and summarized on Table 4.2-1, Page 4-9. Streets illustrated on the Specific Plan Land Use Diagram are discussed in Section Five, Transportation and Circulation.

*Residential*

Properties designated Residential are intended to accommodate both attached and detached single-family dwellings in a variety of lotting styles and configurations. Residential density designations assigned by the Land Use Diagram range from a low of 1 du/5 gross acres, to a high of 9 du/gross acres. The average density for Plan area properties is approximately 4.4 du/gross acres. Density gradation is established by the Land Use Diagram to conform future residential development with land use patterns and constraints both inside and outside the Plan area. Based on the assigned residential densities, a total of 4,300 dwelling units are allocated within the Plan area.

*Commercial*

The Commercial designation includes two neighborhood shopping centers and one convenience center. The quantity of commercially designated land has been restricted to provide sufficient local service shopping without creating an excess that may detrimentally affect other existing off-site commercial areas.

*Industrial*

The predominant Industrial designation within the Plan area is Light Industrial. Where land use transition to a less intensive use is desired, a designation of Industrial-Office Park (MP) is applied. In general, industrial designations reflect existing land use patterns already in place adjacent to the Plan area.

*Open Space*

The Open Space land use category consists of the Open Space, Park, and School designations shown on the Specific Plan Land Use Diagram. Section 4.6 also addresses community landscaped areas and trails as separate topics.

The General Plan contains several key policies that are relevant to the application of designations within the overall East Elk Grove Specific Plan area. These policies are listed below; following each policy is a discussion outlining Specific Plan conformance with policy intent.

*LU-11*

*"Specific Plans and Community Plans for areas within the Urban Service Boundary should provide a balance of employment, neighborhood services, and different housing types wherever feasible."*

This Specific Plan establishes a mix of housing, commercial, and industrial land uses in a manner consistent with the Land Use Element of the Sacramento County General Plan. The Plan area land use designations are structured to provide for a diversity of housing types within an overall land use framework that creates physically and socially coherent neighborhoods while providing for nearby shopping and employment opportunities.

*LU-18*

*"Design new development to be compatible with surrounding development."*

The Land Use Diagram is structured to buffer sensitive land uses located off-site along the perimeter arterial streets that form the Plan area boundary (i.e., Bond Road, Bradshaw Road, Grant Line Road, and Waterman Road). Residential density layering places lowest densities adjacent to Bradshaw Road and Grant Line Road to buffer existing homes and lots located east and southeast of the Plan area. The Plan area industrial designation is placed opposite existing industrial uses located west of Waterman Road. Non-residential uses are placed opposite the former landfill site located west of Waterman Road near the north end of the Plan area.

*LU-27*

*"The primary concepts in LU-26 should be employed wherever feasible in new urban development."*

*LU-26*

*"Developments in the areas designated on the Land Use Diagram as Urban or Neighborhood TOD's shall be designed in a manner that conforms to the concepts of transit-oriented development, including:*

- *High intensity, mixed-use development concentrated in a Core Area within an easy walk (one-quarter mile) of a transit stop on the Trunk or Feeder Line Network.*
- *An emphasis on neighborhood support commercial services at street level in the Core Area that can serve the residents of the Core and Surrounding Secondary Areas, with other employment encouraged in the Urban TOD's created along the Trunk Line Network.*
- *A pleasant walking environment created through good land use design, short distances, amenities, and streetscape features.*
- *Direct, multiple linkages, especially for bicycles and pedestrians, between the Core Area and the surrounding Secondary Area."*

There are no urban or neighborhood TOD's designated in the Plan area; however, many of the planning principles cited in LU-26 have been incorporated into the design of the East Elk Grove Specific Plan. Specifically, neighborhood centers are designed and

located to be the focus of both the land use pattern and the street design. Highest intensity residential designations are proximate to these centers with auto and pedestrian circulation focused here to promote accessibility. The Specific Plan also incorporates the grid street design, linked pedestrian trails, transit availability, open space and landscaping concepts, and other features associated with TOD's.

*LU-28*

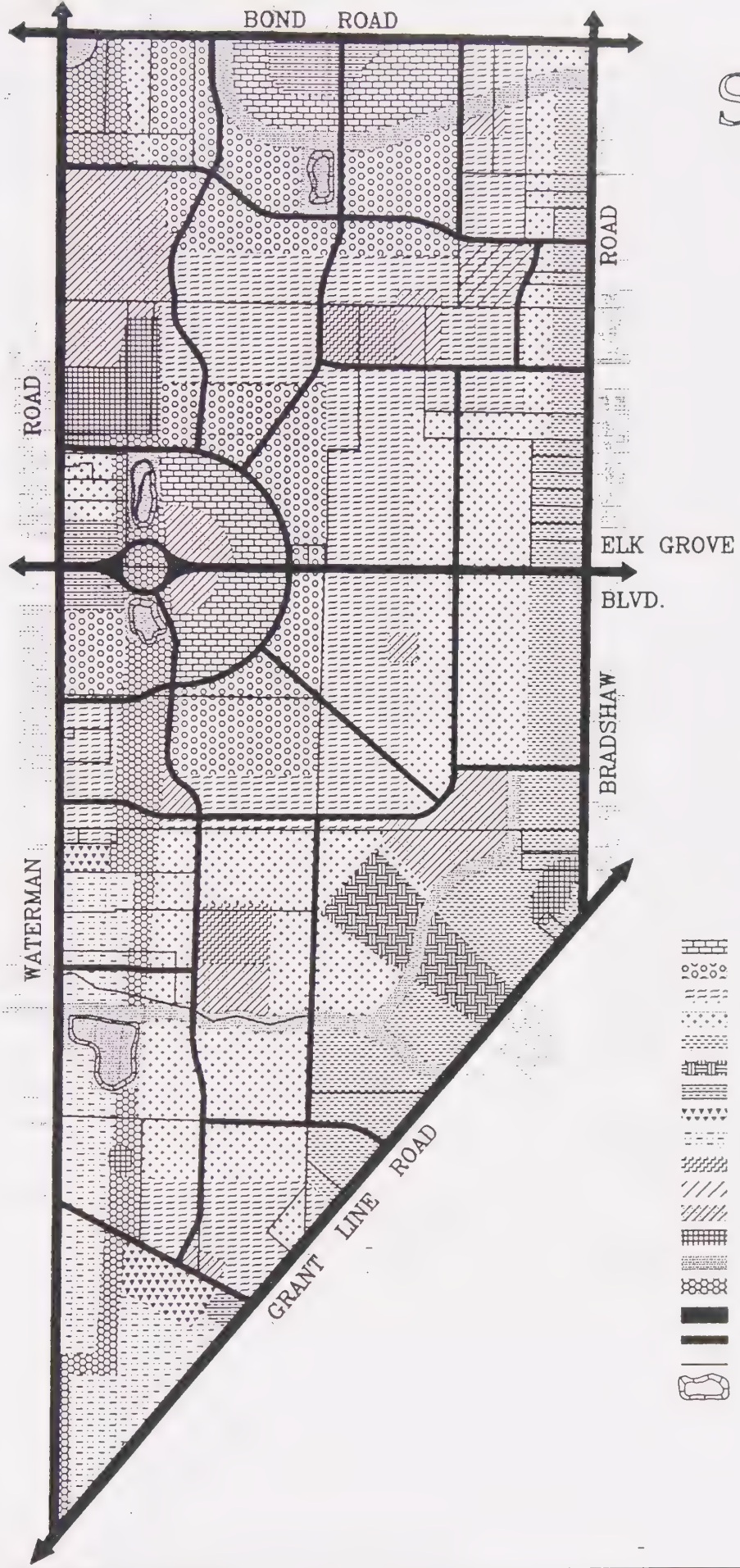
*"Community Plans and Specific Plans shall employ the primary concepts in LU-19 in designating locations for higher intensity mixed uses development and designing circulation and pedestrian networks".*

*LU-19*

*"Incompatible urban land uses should be buffered from one another by methods that retain community character, and do not consume large land areas or create pedestrian barriers."*

The Specific Plan provides for the innovative buffering of potentially incompatible Plan area land uses, as prescribed by LU-19, and in so doing, establishes a unique and desirable pedestrian, bicycle, and equestrian trail network. Industrial uses are separated from residential uses by an open space corridor within the power transmission corridor and by Mosher Road. Industrial uses must meet design requirements established to promote compatibility with residential land uses. Elsewhere, residential areas may be buffered from high intensity parks by major connector streets, wetlands, creek corridor, and/or landscaping. Further consistency with LU-19 is achieved by trails within the powerline easement open space and within the creek corridor open space which create important inter-community linkages.

# Specific Plan Land Use Diagram




0 400 800 1600 feet

## LEGEND

- RESIDENTIAL 6–9 DU/AC
- RESIDENTIAL 4–6 DU/AC
- RESIDENTIAL 5 DU/AC
- RESIDENTIAL 4 DU/AC
- RESIDENTIAL 2–4 DU/AC
- RESIDENTIAL 5 AC LOTS
- COMMERCIAL
- INDUSTRIAL – OFFICE PARK
- LIGHT INDUSTRIAL
- SCHOOLS
- SCHOOL (ALTERNATE SITE)
- PARKS
- OPEN SPACE – WETLANDS
- OPEN SPACE – DRAINAGE
- OPEN SPACE – OTHER
- MAJOR ROADWAYS
- PRIMARY INTERNAL ROADWAYS
- PROPERTY LINES
- DETENTION BASIN

Figure 4.2-1
Land Use Diagram

TABLE 4.2-1

LAND USE SUMMARY

| | | | | |
|---|---|---|---|---|
| RESIDENTIAL | | | | |
| 6-9 DU/ac. | 70.2 | 7% | 7.5 | 526 |
| 4-6 DU/ac. | 183.5 | 19% | 5.0 | 916 |
| 5 DU/ac. | 277.9 | 28% | 5.0 | 1,388 |
| 4 DU/ac. | 274.6 | 28% | 4.0 | 917 |
| 2-4 DU/ac. | 142.7 | 15% | 3.0 | 547 |
| 0-0.2 DU/ac. | 28.1 | 3% | 0.2 | 6 |
| **Subtotal** | **977.0** | **100%** | | **4,300** |
| COMMERCIAL | | | | |
| Shopping Center | 11.3 | | | |
| Limited Commercial | 12.2 | | | |
| **Subtotal** | **23.5** | | | |
| INDUSTRIAL | | | | |
| MP-Office Park | 14.1 | | | |
| M-1 | 81.3 | | | |
| **Subtotal** | **95.3** | | | |
| PARKS | | | | |
| Dedication Parks | 63.4 | | | |
| Sports Park | 32.4 | | | |
| **Subtotal** | **95.8** | | | |
| OPEN SPACE | | | | |
| Wetlands | 26.7 | | | |
| Drainage | 71.2 | | | |
| Other | 80.6 | | | |
| **Subtotal** | **178.5** | | | |
| SCHOOLS | 20.9 | | | |
| RIGHTS-OF-WAY (2) | 48.0 | | | |
| **Total** | **1,439.0** | | | |

General Notes:

- Numbers may not add due to rounding.
- Areas are based on the best available information, but have not been surveyed, and are therefore subject to change.

Footnotes:

(1) An adjustment factor has been applied to all residential categories equal to 4,300 divided by 4,324 or 0.9944.

(2) Right-of-Way includes half streets on Bond, Waterman, Grant Line, and Bradshaw Roads, and the full street on Elk Grove Boulevard.

## 4.3. RESIDENTIAL

The Plan area contains approximately 981 acres of land designated Residential. A density category (dwelling units per gross acre) is assigned to each Residential designation on the Land Use Diagram. The various assigned density categories are as follows:

| | | | |
|---|---|---|---|
| Residential | 6-9 | du/ac. | *(highest density)* |
| Residential | 4-6 | du/ac. | |
| Residential | 5 | du/ac. | |
| Residential | 4 | du/ac. | |
| Residential | 2-4 | du/ac. | |
| Residential | 5 | ac/du. | *(lowest density)* |

Based on the assigned density, dwelling units have been allocated to properties within the Plan area. The dwelling unit allocation by individual property ownership appears in Table 4.3-1. In cases where a density range is specified, the mid-point of the range is used for determining dwelling unit allocation as listed below.

DENSITY FOR DETERMINING DWELLING UNIT ALLOCATION

| RESIDENTIAL DENSITY DESIGNATIONS | CORRESPONDING DENSITY FOR ALLOCATION |
|---|---|
| 0 - 0.2 du/gross acres | 1 du/5 gross acres |
| 2-4 du/gross acres | 3 du/gross acres |
| 4 du/gross acres | 4 du/gross acres |
| 5 du/gross acres | 5 du/gross acres |
| 4-6 du/gross acres | 5 du/gross acres |
| 6-9 du/gross acres | 7.5 du/gross acres |

The individual property allocations listed in Table 4.3-1 and the total Plan area allocation of 4,300 dwelling units each represent dwelling unit caps and may not be exceeded without Specific Plan amendment (except as provided for in special cases described in Section 4.6.3.[a]).

# TABLE 4.3-1

| ASSESSOR'S PARCEL NUMBER | SUB-PARCEL NUMBER (1) | PROPERTY OWNER | SUBPARCEL LAND USE | SUBPARCEL AREA (acres) (2) | DWELLING UNITS (3) | OWNER'S TOTAL ALLOCATION (4) |
|---|---|---|---|---|---|---|
| 127 0140 002 | 1 | Bond Waterman 199 Partners | 5 | 13.50 | 66.20 | |
| 127 0140 002 | 13 | | 4-6 | 10.83 | 53.11 | |
| 127 0140 002 | 2 | | 4-6 | 21.44 | 105.13 | |
| 127 0140 002 | 5 | | 6-9 | 12.39 | 91.14 | |
| 127 0140 002 | 6 | | 6-9 | 7.49 | 55.11 | |
| 127 0140 015 | 15 | | 4 | 0.09 | 0.37 | |
| 127 0140 015 | 16 | | 4-6 | 0.53 | 2.62 | |
| 127 0140 015 | 17 | | 5 | 0.28 | 1.39 | |
| 127 0140 015 | 2 | | 4-6 | 22.43 | 109.98 | |
| 127 0140 015 | 3 | | 4-6 | 19.70 | 96.60 | |
| 127 0140 015 | 4 | | 5 | 19.08 | 93.56 | |
| 127 0140 015 | 9 | | 6-9 | 10.74 | 79.01 | |
| | | | | | 754.23 | 754 |
| 127 0140 003 | 1 | Bishop, Donald V | 5 | 2.87 | 14.09 | |
| 127 0140 003 | 2 | | 5 | 3.98 | 19.54 | |
| 127 0140 003 | 6 | | 4-6 | 0.07 | 0.37 | |
| 127 0140 004 | 1 | | 5 | 4.50 | 22.09 | |
| 127 0140 004 | 2 | | 5 | 3.02 | 14.83 | |
| 127 0140 006 | 1 | | 4 | 5.30 | 20.81 | |
| 127 0140 006 | 2 | | 4 | 1.97 | 7.73 | |
| 127 0140 006 | 3 | | 4 | 1.79 | 7.04 | |
| 127 0140 006 | 4 | | 2-4 | 6.48 | 19.08 | |
| | | | | | 125.56 | 126 |
| 127 0140 006 | 2 | Iwatsuru, Akira & Beverlee | 2-4 | 1.25 | 3.69 | |
| 127 0140 006 | 3 | | 4 | 1.11 | 4.37 | |
| 127 0140 006 | 4 | | 5 | 10.08 | 49.44 | |
| | | | | | 57.51 | 58 |
| 127 0140 007 | 2 | Barnes Family | 4 | 1.11 | 4.33 | |
| 127 0140 007 | 3 | | 2-4 | 1.25 | 3.67 | |
| | | | | | 8.00 | 8 |
| 127 0140 009 | 3 | Fenis, Ronald C & Violet J | 5 | 10.07 | 49.39 | |
| 127 0140 009 | 4 | | 4 | 2.06 | 8.06 | |
| 127 0140 009 | 5 | | 2-4 | 2.32 | 5.84 | |
| 127 0140 009 | 6 | | 4 | 1.54 | 6.06 | |
| 127 0140 009 | 7 | | 2-4 | 1.74 | 5.13 | |
| | | | | | 75.48 | 75 |
| 127 0140 010 | 1 | Arellano, Candelario & Betty J | 4 | 0.83 | 3.27 | |
| 127 0140 010 | 3 | | 2-4 | 0.94 | 2.78 | |
| | | | | | 6.05 | 6 |
| 127 0140 017 | 2 | Parker, Kenneth D & Bonnie L | 4 | 5.13 | 20.12 | |
| | | | | | 20.12 | 20 |
| 127 0140 018 | 2 | Hang, Lun Van | 4-6 | 9.62 | 47.15 | |
| | | | | | 47.15 | 47 |
| 127 0140 019 | 1 | Brunberg, Ewald N & Camille C | 4-6 | 3.41 | 16.70 | |
| 127 0140 019 | 2 | | 4 | 1.30 | 5.11 | |
| | | | | | 21.81 | 22 |
| 127 0140 024 | 1 | Okamoto, J., P., M. and K. | 4 | 2.21 | 8.68 | |
| | | | | | 8.68 | 9 |
| 127 0140 025 | 2 | Yoshio, Okamoto | 2-4 | 2.50 | 7.36 | |
| | | | | | 7.36 | 7 |
| 127 0150 003 | 1 | Brasheer, Ruth M | 4 | 0.57 | 2.24 | |
| | | | | | 2.24 | 2 |
| 127 0150 004 | 1 | Yarborough, Clois | 4 | 1.90 | 7.45 | |
| 127 0150 005 | 2 | | 4 | 0.92 | 3.61 | |
| | | | | | 11.06 | 11 |
| 127 0150 006 | 1 | Kinkade, Jack O & Beatrice I | 4 | 2.35 | 9.22 | |
| | | | | | 9.22 | 9 |
| 127 0150 008 | 2 | Burpo Family Revocable | 4 | 2.36 | 9.26 | |
| | | | | | 9.26 | 9 |
| 127 0150 010 | 1 | Harlem Properties Inc | 5 | 6.33 | 31.06 | |
| 127 0150 010 | 2 | | 4-6 | 5.12 | 25.12 | |
| 127 0150 010 | 6 | | 6-9 | 4.16 | 30.63 | |
| 127 0150 011 | 1 | | 5 | 9.14 | 44.83 | |
| 127 0150 011 | 2 | | 4-6 | 5.86 | 28.75 | |
| 127 0150 012 | 1 | | 4-6 | 2.69 | 13.21 | |
| 127 0150 012 | 2 | | 6-9 | 7.94 | 58.42 | |
| 127 0150 013 | 1 | | 5 | 21.78 | 106.80 | |
| 127 0150 013 | 2 | | 4-6 | 11.01 | 54.00 | |
| 127 0150 014 | 1 | | 4-6 | 5.97 | 29.29 | |
| 127 0150 014 | 2 | | 6-9 | 6.87 | 50.56 | |
| 127 0150 015 | 1 | | 4-6 | 8.76 | 42.97 | |
| 127 0150 015 | 2 | | 6-9 | 0.18 | 1.36 | |
| | | | | | 517.01 | 517 |
| 127 0150 016 | 2 | Concilla, Gerald J & Evelyn J | 4-6 | 0.71 | 3.49 | |
| | | | | | 3.49 | 3 |
| 127 0150 017 | 2 | Henry, Willie | 4-6 | 0.71 | 3.49 | |
| | | | | | 3.49 | 3 |
| 127 0150 018 | 1 | E. Elk Grove 80 c/o Clark Stevens | 5 | 22.74 | 111.51 | |
| 127 0150 018 | 2 | | 4 | 7.58 | 29.73 | |
| 127 0150 019 | 1 | | 5 | 9.76 | 47.87 | |
| 127 0150 019 | 2 | | 5 | 0.17 | 0.86 | |
| 127 0150 019 | 3 | | 4 | 0.93 | 3.67 | |
| 127 0150 022 | 1 | | 4 | 28.55 | 111.99 | |
| | | | | | 305.63 | 306 |
| 127 0150 021 | 2 | Daniel, Allen B & Lorene | 2-4 | 1.99 | 5.84 | |
| 127 0150 021 | 3 | | 4 | 7.76 | 30.45 | |
| | | | | | 36.29 | 36 |
| 127 0150 023 | 2 | Schultze, Ray A & Shyrl J | 2-4 | 2.01 | 5.91 | |
| | | | | | 5.91 | 6 |
| 127 0150 024 | 2 | Bleber, Ronald R & Mary K | 2-4 | 1.95 | 5.74 | |
| | | | | | 5.74 | 6 |
| 127 0150 025 | 2 | Goddard, Victor H & Katherine M | 2-4 | 1.95 | 5.73 | |
| | | | | | 5.73 | 6 |
| 127 0150 027 | 2 | Steve Bales Family | 2-4 | 3.20 | 9.43 | |
| | | | | | 9.43 | 9 |
| 127 0150 028 | 2 | Vuong, Chuoc & Lan Le | 2-4 | 2.06 | 6.06 | |
| | | | | | 6.06 | 6 |
| 127 0150 029 | 2 | Ross, William F & Phyllis P | 2-4 | 2.07 | 6.09 | |
| | | | | | 6.09 | 6 |
| 127 0150 030 | 2 | Fernandes, Ronald J & Katherynn | 2-4 | 2.07 | 6.09 | |
| | | | | | 6.09 | 6 |
| 127 0150 032 | 2 | Portfolio 372 Partners | 4 | 3.51 | 13.79 | |
| 127 0150 032 | 3 | | 2-4 | 3.96 | 11.66 | |
| 127 0150 032 | 4 | | 5 | 2.00 | 9.83 | |
| 127 0150 033 | 2 | | 4 | 3.50 | 13.75 | |
| 127 0150 033 | 3 | | 2-4 | 3.96 | 11.66 | |
| 127 0150 033 | 4 | | 5 | 2.00 | 9.83 | |
| 127 0150 034 | 1 | | 5 | 5.71 | 28.02 | |
| 127 0150 034 | 2 | | 5 | 3.96 | 19.44 | |
| 127 0150 034 | 4 | | 5 | 0.09 | 0.47 | |
| 127 0150 036 | 1 | | 5 | 4.10 | 20.12 | |
| 127 0150 036 | 2 | | 5 | 3.94 | 19.34 | |
| | | | | | 157.90 | 158 |
| 134 0110 001 | 2 | Windsor Downs | 4-6 | 11.80 | 57.87 | |
| 134 0110 001 | 6 | | 6-9 | 3.45 | 25.41 | |
| 134 0110 001 | 7 | | 4-6 | 0.61 | 3.00 | |
| 134 0110 002 | 1 | | 4-6 | 3.71 | 18.17 | |
| 134 0110 002 | 2 | | 6-9 | 13.27 | 97.58 | |
| 134 0110 003 | 1 | | 4-6 | 14.91 | 73.09 | |
| 134 0110 003 | 3 | | 6-9 | 3.76 | 27.62 | |
| | | | | | 302.74 | 303 |
| 134 0110 008 | 11 | Douglass, Gordon D & Nancy K | 5 | 0.14 | 0.68 | |
| 134 0110 008 | 12 | | 4 | 0.76 | 3.00 | |
| 134 0110 008 | 3 | | 5 | 47.36 | 232.27 | |
| 134 0110 008 | 4 | | 5 | 2.04 | 10.00 | |
| 134 0110 008 | 5 | | 4 | 57.76 | 226.54 | |
| 134 0110 008 | 6 | | 2-4 | 32.29 | 94.98 | |
| | | | | | 567.47 | 567 |
| 134 0110 011 | 3 | Hudson Family | 4 | 0.15 | 0.58 | |
| 134 0110 011 | 4 | | 4 | 37.12 | 145.59 | |
| | | | | | 146.17 | 146 |
| 134 0110 013 | 2 | Sakamoto, Mary Hatsuko | 2-4 | 2.82 | 8.30 | |
| | | | | | 8.30 | 8 |
| 134 0110 016 | 1 | Newton, T Lawrence | 4 | 8.30 | 32.54 | |
| 134 0110 016 | 4 | | 5 | 10.60 | 51.97 | |
| 134 0110 016 | 5 | | 5 | 0.13 | 0.64 | |
| | | | | | 85.14 | 85 |
| 134 0110 019 | 1 | Fat, Kenneth F & Lina Y | 2-4 | 16.00 | 47.06 | |
| | | | | | 47.06 | 47 |
| 134 0110 026 | 2 | Niemeyer, Robert L & Marjorie A | 2-4 | 1.43 | 4.20 | |
| | | | | | 4.20 | 4 |
| 134 0110 028 | 1 | Waterman Associates | 4-6 | 27.21 | 133.41 | |
| 134 0110 028 | 13 | | 5 | 15.90 | 77.97 | |
| 134 0110 028 | 2 | | 5 | 1.20 | 5.87 | |
| 134 0110 028 | 3 | | 5 | 0.52 | 2.53 | |
| 134 0110 028 | 5 | | 4-6 | 0.10 | 0.50 | |
| 134 0110 028 | 7 | | 5 | 9.21 | 45.14 | |
| | | | | | 265.42 | 266 |
| 134 0110 029 | 2 | Landon, Burton B & Pauline J | 5 | 1.57 | 7.70 | |
| 134 0110 029 | 3 | | 2-4 | 1.54 | 4.54 | |
| | | | | | 12.24 | 12 |
| 134 0110 030 | 2 | Jordan, Jere & Sabrina & Delores | 5 | 0.19 | 0.93 | |
| 134 0110 031 | 2 | | 5 | 3.20 | 15.70 | |
| | | | | | 16.63 | 17 |
| 134 0110 032 | 1 | Fat, Kenneth F & Lina Y | 0-0.2 | 15.51 | 3.04 | |
| 134 0110 032 | 12 | | 2-4 | 10.51 | 30.90 | |
| 134 0110 032 | 13 | | 2-4 | 13.42 | 39.49 | |
| 134 0110 032 | 2 | | 0-0.2 | 12.56 | 2.46 | |
| 134 0110 032 | 3 | | 4 | 23.08 | 90.53 | |
| 134 0110 032 | 5 | | 2-4 | 20.93 | 61.56 | |
| 134 0110 032 | 6 | | 2-4 | 1.18 | 3.46 | |
| | | | | | 231.45 | 231 |
| 134 0110 033 | 2 | Polhemus Mary J Life Estate | 2-4 | 0.61 | 1.79 | |
| | | | | | 1.79 | 2 |
| 134 0110 035 | 2 | Ianni, Armondo | 5 | 0.48 | 2.35 | |
| | | | | | 2.35 | 2 |
| 134 0110 063 | 1 | Ianni, Armondo | 5 | 1.13 | 5.55 | |
| | | | | | 5.55 | 6 |
| 134 0110 064 | 10 | Melavic, Raymond A & Gloria E | 4 | 0.25 | 0.99 | |
| 134 0110 064 | 2 | | 4 | 10.20 | 40.01 | |
| 134 0110 064 | 5 | | 4 | 6.68 | 26.19 | |
| 134 0110 065 | 1 | | 4 | 3.27 | 12.83 | |
| | | | | | 80.02 | 80 |
| 134 0110 070 | 1 | Blum, Le Roy C & Zula M | 4 | 11.11 | 43.57 | |
| 134 0110 070 | 2 | | 5 | 22.06 | 108.15 | |
| 134 0110 071 | 1 | | 4 | 2.89 | 11.33 | |
| | | | | | 163.06 | 163 |
| 134 0110 072 | 2 | Elk Grove Masonic Lodge #173 | 4 | 4.16 | 16.33 | |
| | | | | | 16.33 | 16 |
| 134 0110 073 | 1 | Geerts, Gordon W & Rose M | 4 | 3.72 | 14.58 | |
| | | | | | 14.58 | 15 |
| 134 0110 074 | 1 | Lechuga, Reginald | 4 | 20.89 | 81.95 | |
| | | | | | 81.95 | 82 |
| 134 0110 081 | 2 | Borem, Scott R & Barbara A | 5 | 3.62 | 17.73 | |
| | | | | | 17.73 | 18 |
| | | | | | TOTAL | 4300 |

GENERAL NOTE: **Area and dwelling unit figures shown for subparcels have been rounded off in this table. As a result, some numbers may not precisely total, however the Total Allocations shown above are based on full (un-rounded) numbers and are therefore correct.**

FOOTNOTES: **(1) Sub-Parcel numbers have been assigned based on the Specific Plan Land Use Diagram.**

**(2) Areas listed are based on information available at the time of Specific Plan preparation. Areas may change with more accurate information, however allocations will remain fixed because of the 4300 DU cap. Areas exclude adjacent right-of way for major roadways, but include other rights-of way.**

**(3) All dwelling unit counts equal area times average density times an adjustment factor of 0.9805 to arrive at a total of 4300.**

**(4) All allocations are rounded to the nearest whole number.**

### 4.3.1. DENSITY AVERAGING

As a measure to promote housing diversity within the Plan area, landowners may elect to utilize higher densities than those designated on the Land Use Diagram for a portion of their ownership, provided the dwelling unit allocation of the entire ownership is not exceeded.

Density Averaging shall be limited to a maximum one dwelling unit per acre increase above the residential density designation identified on Figure 4.2-1. In cases where identified designation is a range, the one du/ac increase may be applied to the high end of the range (i.e., the maximum allowable density in an area designated on Figure 4.2-1 as 4 to 6 du/ac would be 7 du/ac). If the proposal is greater than a one dwelling unit per acre increase, a Special Development Permit application is required. An exhibit illustrating and tabulating any proposed Density Averaging is to be submitted to the County concurrent with any corresponding tentative map application.

Densities lower than that specified by the density designations shown on the Land Use Diagram are also permitted, provided at least 75% of the total allocation for any application is achieved. This requirement is consistent with General Plan Policy LU-4 which states:

*LU-4*

*"All residential projects involving ten or more units, excluding remainder lots and Lot A's, shall not have densities less than 75% of zoned maximums, unless physical or environmental constraints make achieving the minimum densities impossible, or unless existing zoning is inconsistent with LU-17."*

### 4.3.2. RESIDENTIAL CONCEPT

#### (a) Village Form

Generally, Plan area residential densities transition from highest to lowest in a west-to-east direction. The density gradation is established to conform future residential development with existing land use patterns and constraints on the Plan area periphery. Greater densities are also applied near Plan area neighborhood centers.

The General Plan contains the following policy that pertains to residential density:

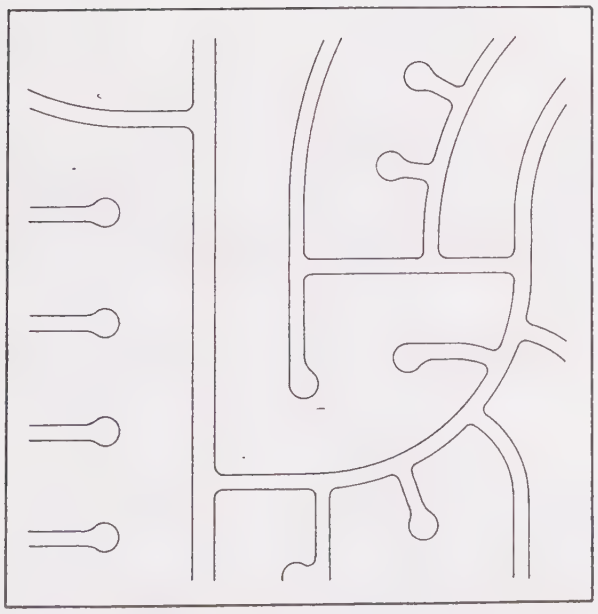
*LU-14*

*"It is the policy of Sacramento County to design new development located within one-half mile of a transit stop on a transportation corridor to conform to the density requirements of Table III-4, except where the Board of Supervisors finds that development at the desired densities is not feasible."*

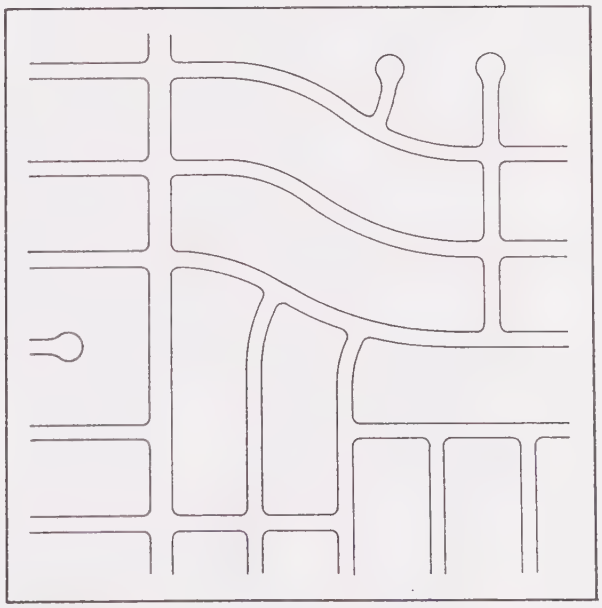
The referenced Table III-4 requires a minimum average residential density of 10 du/net acre within one-eighth of a mile, and 6 du/net acre from one-eighth to one-half of a mile of a planned feeder bus stop. In this Specific Plan, feeder bus stops are planned near both the Bond Road Neighborhood Center and the Town Center commercial district. Within approximately one-quarter mile of both these commercial centers, the "gross" density is between six and nine dwelling units per acre. Between approximately one-quarter and one-half mile, the "gross" densities are between four and six dwelling units per acre. Although these densities are below the goals of the policy, the Specific Plan has been formulated with extensive community input which considered surrounding land uses and determined that higher densities are not feasible given identified community compatibility issues.

Internal to the Plan area, residentially designated lands are generally organized into neighborhoods by the primary street system illustrated on the Land Use Diagram. The primary streets are designed to function as two-lane pedestrian-oriented connector streets, rather than typical higher-speed suburban collectors streets. The primary street pattern is simple in design and interconnected to provide multiple access routes, converging at activity areas like neighborhood commercial centers, parks, and schools.

The minor street network to be established with future tentative maps should also be simple in design, avoiding excessive winding roads and large numbers of cul-de-sacs. (See Figure 4.3-1.) The minor street network should provide multiple access points to primary streets and to the high traffic volume perimeter arterial streets.



*excessive winding and dead-end streets discouraged*



*interconnected, multiple route streets encouraged*

Figure 4.3-1
Street Pattern Illustration

Single-family lots are permitted to front on most streets, including main connector streets. Exceptions to this fronting policy are perimeter arterial street frontages, street frontages with medians, entry island locations, and those portions of main connector street frontages where localized traffic densities or traffic patterns may inhibit safe access to individual lot driveways.

Sidewalks are to be provided along both sides of all public streets. (See Figure 4.3-2.) Detached sidewalks (sidewalks separated from the curb by a landscape strip) are to be utilized along perimeter arterial streets and along those main connection streets as indicated on Figure 5.5. The pedestrian and bicycle paths within the power transmission corridor and the stream corridors may also serve as sidewalks for adjacent streets in some locations, eliminating duplication of walkways. Detached sidewalks are optional on all other residential streets.

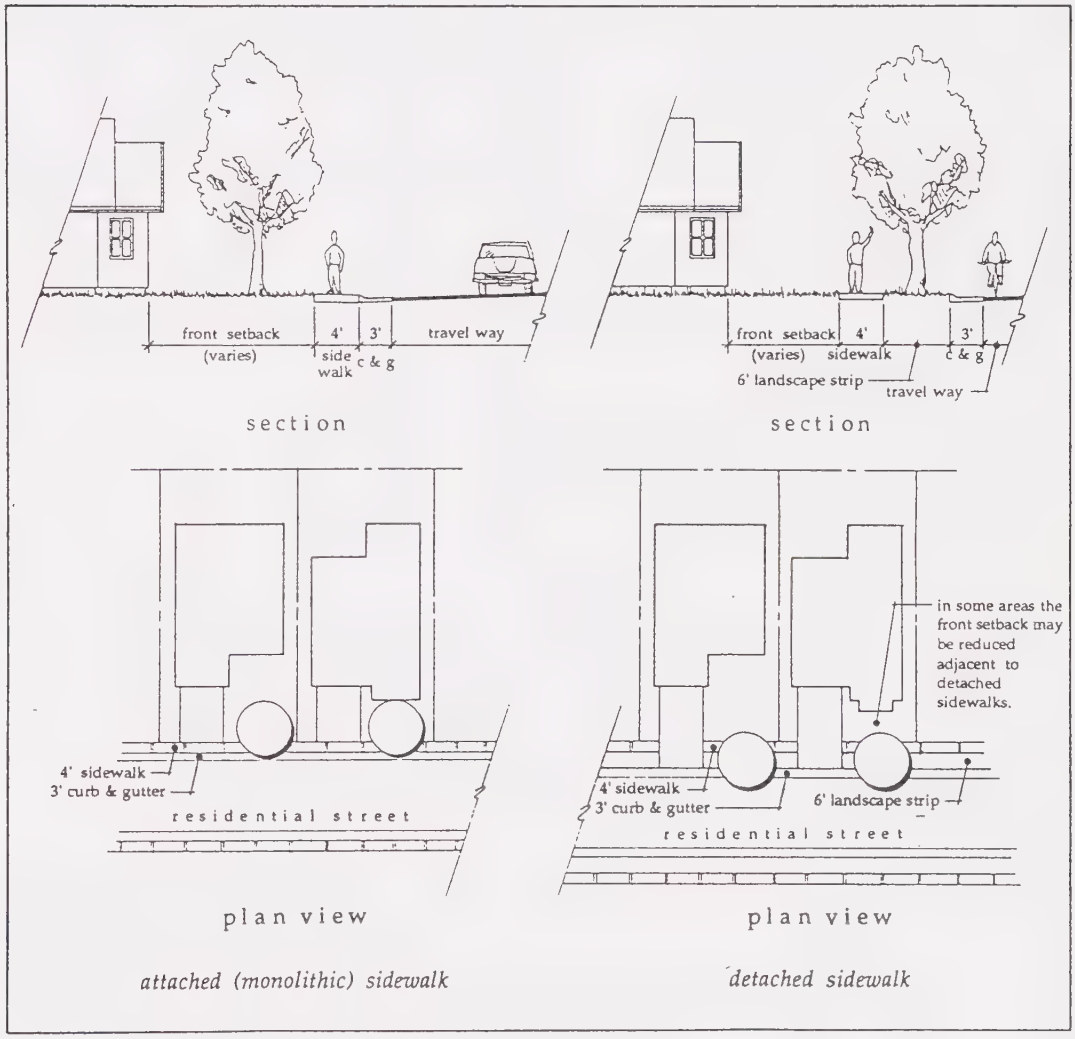



Figure 4.3-2
Sidewalk Illustration

(b) Housing Types

An array of housing types will be provided to create a mix of housing styles, ownership patterns, and purchase prices. A predominant housing type will be traditional detached single-family residential on varying sized lots (60′ x 100′ or 55′ x 100′ as examples). However, lot size and housing types may vary significantly to lend diversity and interest to overall community design. The lotting variety may accommodate both larger and smaller lot sizes. "Small lot" housing types may take many forms, including "cottages", "wide and shallow" homes, "zero lot line" homes, and "Z-lot" homes. (See Figure 4.3-3.) This list is not intended to be all inclusive and other small lot housing types may be developed.

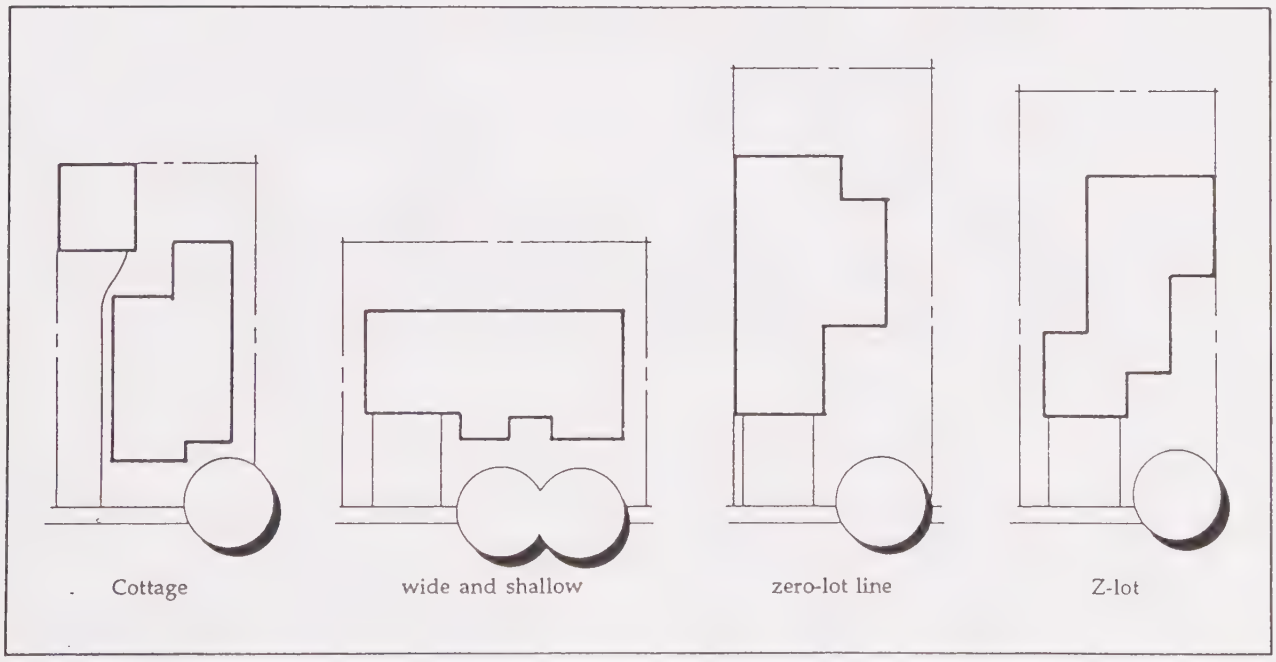



Figure 4.3-3
Some Examples of Small Lot Housing Types

Certain areas (or lots) may also be developed at landowner option as attached single-family residential. Examples of attached residential types are duplexes and townhomes. At locations where the connectivity of the overall Plan area circulation is not impaired, attached housing may be developed with a private street system.

Ancillary second units (i.e., "granny flats" and "carriage homes") may also be incorporated into the residential mix in all residential designations in the Plan area. (See Figure 4.3-4.) Ancillary units help support both pedestrian activity and public transit by increasing overall densities with little impact on the desirable aspects of single-family neighborhoods.

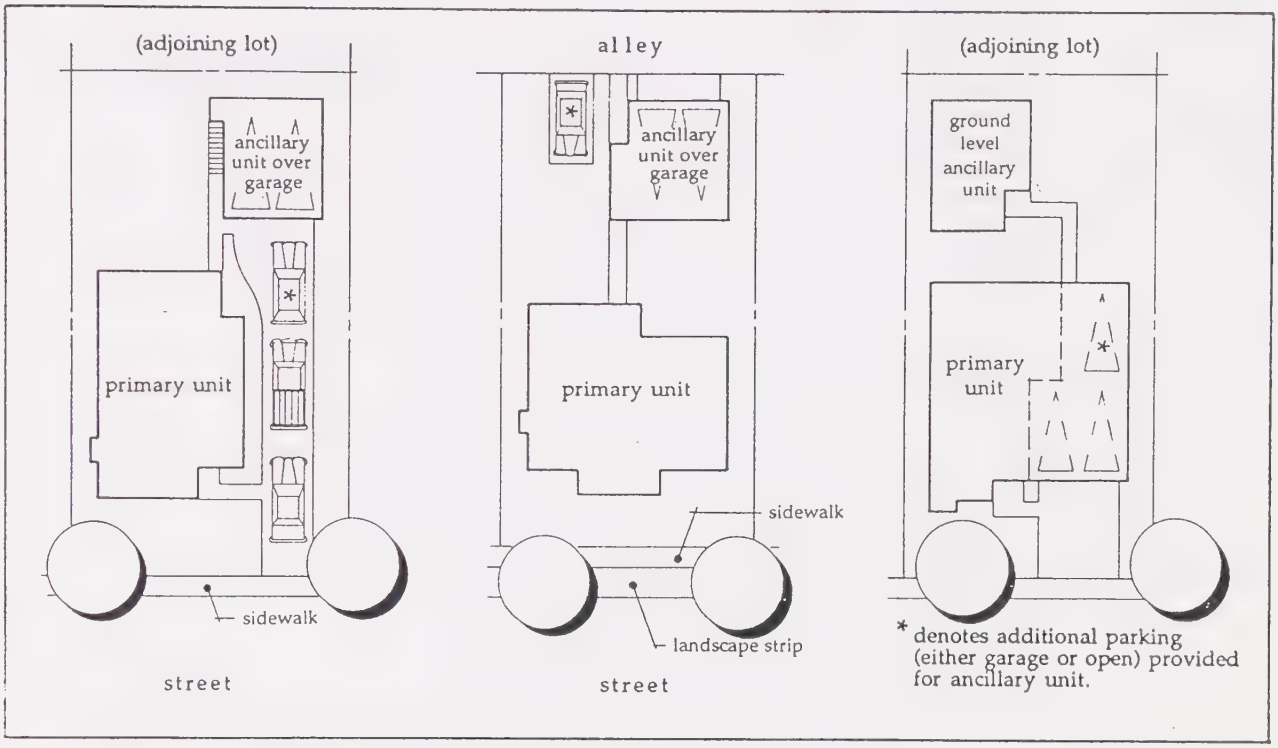



**Figure 4.3-4**
**Ancillary Unit Examples**

Some larger single-family residential lots may be created within the Plan area for buffering or other land use purpose. As an example, the Comprehensive Land Use Plan (CLUP) for the Sunset Sky Ranch Airport restricts density within the airport's approach/departure zone near Grant Line Road. Here, the minimum lot size is five acres. A benefit of such larger lots within the Plan area is the potential for larger, custom homes, thus promoting a wide cross-section of lifestyles and income levels.

### 4.3.2. RESIDENTIAL POLICIES

The following policies apply to the residentially designated areas:

**(a)** The in-fill street pattern should be simple in design, avoiding excessive winding roads and cul-de-sacs, and interconnected to provide multiple routes through neighborhoods.

(b) Residential lotting patterns should promote opportunities for public access into public open spaces. Parks and other community open spaces should be accessible at points along the street system.

(c) Residential lots may front onto the primary internal streets shown on the Land Use Diagram, except as otherwise noted.

(d) The use of detached sidewalks (with adjacent planting strip for street trees) is encouraged in residential neighborhoods.

(e) Larger lots should be provided adjacent to rural residential uses outside the Plan.

(f) Variation of housing types within neighborhoods is encouraged, provided the mix is architecturally compatible.

(g) Special Development Permits for attached single-family residential projects (or other innovative housing concepts) is an acceptable development process for properties within the Plan area.

(h) Ancillary units are encouraged within the Plan area.

(i) If land use constraints associated with the Sunset Sky Ranch CLUP are reduced or eliminated, the distribution and character of land use designation should be re-evaluated in the southern portion of the Plan area.

### 4.3.3. RESIDENTIAL PERMITTED USES AND DEVELOPMENT STANDARDS

#### (a) Zone Classifications

Zone classifications proposed by individual development applications may exceed the density assigned by the Land Use Diagram so long as it complies with the density averaging provisions of Section Ten, Implementation/Administration. Given the range of residential densities assigned by the Land Use Diagram and the provisions for density averaging, the following zone classifications may by applied by rezone action to properties designated Residential within the Plan area.

| | |
|---|---|
| AR-5 | Agricultural-Residential Land Use Zone |
| AR-2 | Agricultural-Residential Land Use Zone |
| AR-1 | Agricultural-Residential Land Use Zone |
| RD-1 | Residential Land Use Zone |
| RD-2 | Residential Land Use Zone |
| RD-3 | Residential Land Use Zone |
| RD-4 | Residential Land Use Zone |
| RD-5 | Residential Land Use Zone |
| RD-7 | Residential Land Use Zone |
| RD-10 | Residential Land Use Zone |

(b) Permitted Uses

Permitted uses for Residential designations are listed in Table 4.3-2.

TABLE 4.3-2

PERMITTED USES

RESIDENTIAL

**Residential:** Permitted uses within the Residential designations, as shown on Figure 4.2-1, Page 4-8, are those uses permitted in the respective Residential Land Use Zone (zones listed in Section 4.3.3.[a]), as noted in the respective Zoning Code Section (Sections 210-23, 210-33, 210-43, 215-13, 215-23, 215-33, 215-43, 215-51, 215-56, and 215-62), and subject to the special conditions listed in Section 4.3.

Additional permitted uses shall include:

(a) Half-plexes conforming to the development standards contained herein; and

(b) Ancillary units shall be permitted by right in the initial project application up to a maximum of 25% of the total project units. Ancillary units beyond 25% are subject to approval of a Conditional Use Permit. Ancillary units are not counted either towards designation density limitation or dwelling unit allocation limitation. Ancillary units are subject to the following criteria:

- Usable floor area does not exceed 800 sq. ft.
- Setbacks are in conformance with Table 4.3-3, Page 4-19.
- At least one off-street parking space is provided on-site in addition to the two garage spaces and two apron spaces provided for the principle residence; and
- The building design and location is compatible with adjacent homes in the neighborhood.

(c) **Development Standards**

The development standards for the Residential designations shown on the Land Use Diagram are assigned by the respective Residential Land Use Zone classification or as that Residential Land Use Zone classification is amended in Table 4.3-3.

## TABLE 4.3-3
## RESIDENTIAL DEVELOPMENT STANDARDS

| | RESIDENTIAL LAND USE ZONE CLASSIFICATIONS (1) | | | | |
|---|---|---|---|---|---|
| | RD-3 | RD-4 | RD-5 | RD-7 | RD-10 |
| **LOT DIMENSIONS (min.)** | | | | | |
| Area (Sq. Ft.) (2) | 9,000 | 7,000 | 5,000 | 3,800 | 3,200 |
| Area, Corner (Sq. Ft.) (2) | 9,000 | 7,000 | 6,000 | 4,500 | 4,000 |
| Width (3) | 65' | 60' | 50' | 35' | 35' |
| Public Street Frontage (4) | 55' | 50' | 45' | 30' | 30' |
| Width, Corner (3) | 70' | 65' | 60' | 45' | 45' |
| Depth (5) | 110' | 100' | 85' | 60' | 60' |
| **SETBACKS (min.)** | | | | | |
| Front, Living Area (6) (7) | 20' | 20' | 15' (8) | 15' (8) | 15' (8) |
| Front, Porch (7) | 20' | 20' | 15' (8) | 10' | 10' |
| Front, Garage (9) | 20' | 20' | 20' (10) | 20' (10) | 20' (10) |
| Side, Interior (6) | 5' | 5' (11) | 5' (11) | 5' (11) | 5' (11) |
| Side, Total Bldg. Separation (11) | 15' | 10' | 10' | 10' | 10' |
| Side, Street (7) | 15' | 12.5' | 12.5' | 10' | 10' |
| Rear, Living Area (6) | 20' | 20' | 15' | 15' | 15' |
| Rear, Ancillary Unit (12) | 5' | 5' | 5' | 5' | 5' |
| Detached Garage | 5' side & rear | 5' side & rear | 0' side & rear | 0' side & rear | 0' side & rear |

### Footnotes

(1) The Zoning Code regulates development standards for the AR-5, AR-2, AR-1, RD-1, and RD-2 Land Use Zone classifications.

(2) The minimum half-plex lot area is 3,000 sq. ft. for interior lots and 4,000 sq. ft. for corner lots. Half-plex lots have no minimum lot dimension requirements.

(3) Applies to all lots except those identified in (3a).

(4) The public street frontage for lots fronting on a curved street on the curved portion of a cul-de-sac or elbow intersection may be measured along an arc located within the front fifty feet (50') of the lot. (See Figure 4.3-6.)

(5) The minimum lot depths listed herein supersede the minimum lot depth provisions of Title 22.

(6) Architectural projections are allowed to extend two feet (2') into the required interior side yard and rear yard setbacks. Architectural projections are also allowed to extend two feet (2') into required twenty-foot (20') front yard setbacks. Architectural projections include eaves, bay windows (both cantilevered and extending to the foundation), fireplaces, media bays, and architectural box-outs. Rear yard projections are allowed per Zoning Code Section 305-02(b).

(7) Vehicular visibility requirements must be met.

(8) May be reduced to ten feet (10') where adjacent to detached sidewalk.

(9) Where swing driveways are utilized, the front yard garage setback may be reduced to fifteen feet (15').

(10) Driveway length may be reduced to nineteen feet (19') where automatic roll-up garage doors are utilized.

(11) Zero-lot line units are permitted where the total building separation requirement is met . (See Figure 4.3-7.)

(12) Ancillary units have the same front, side, and street side yard setback requirements as the primary unit. If attached, the required rear yard for an ancillary unit is the same as the primary unit. If detached, ancillary unit separation from the primary unit is governed by the Uniform Building Code and the Uniform Fire Code. Ancillary units may be placed above attached or detached garages. Ancillary units require one (1) on-site parking space per unit in addition to the two (2) garage spaces and two (2) garage apron spaces provided for the primary unit. (See Figure 4.3-8.)

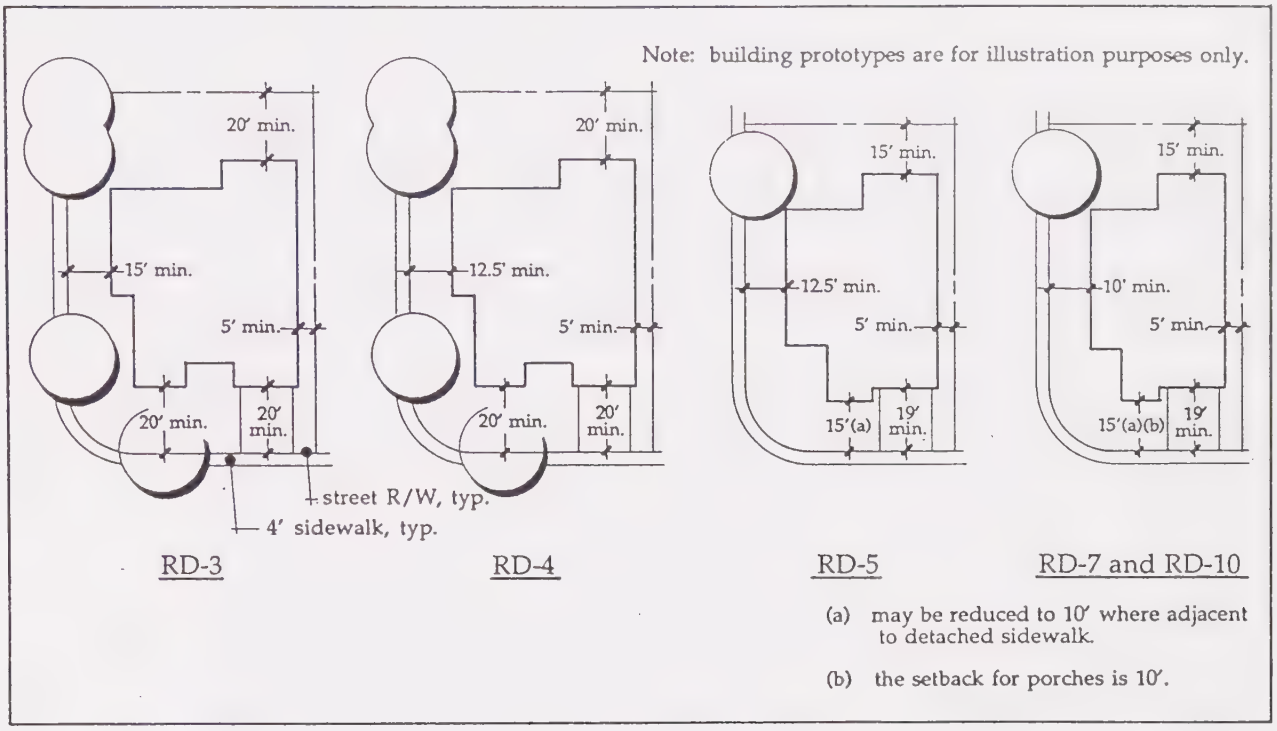



Figure 4.3-5
Setback Illustration (For Table 4.3-3)

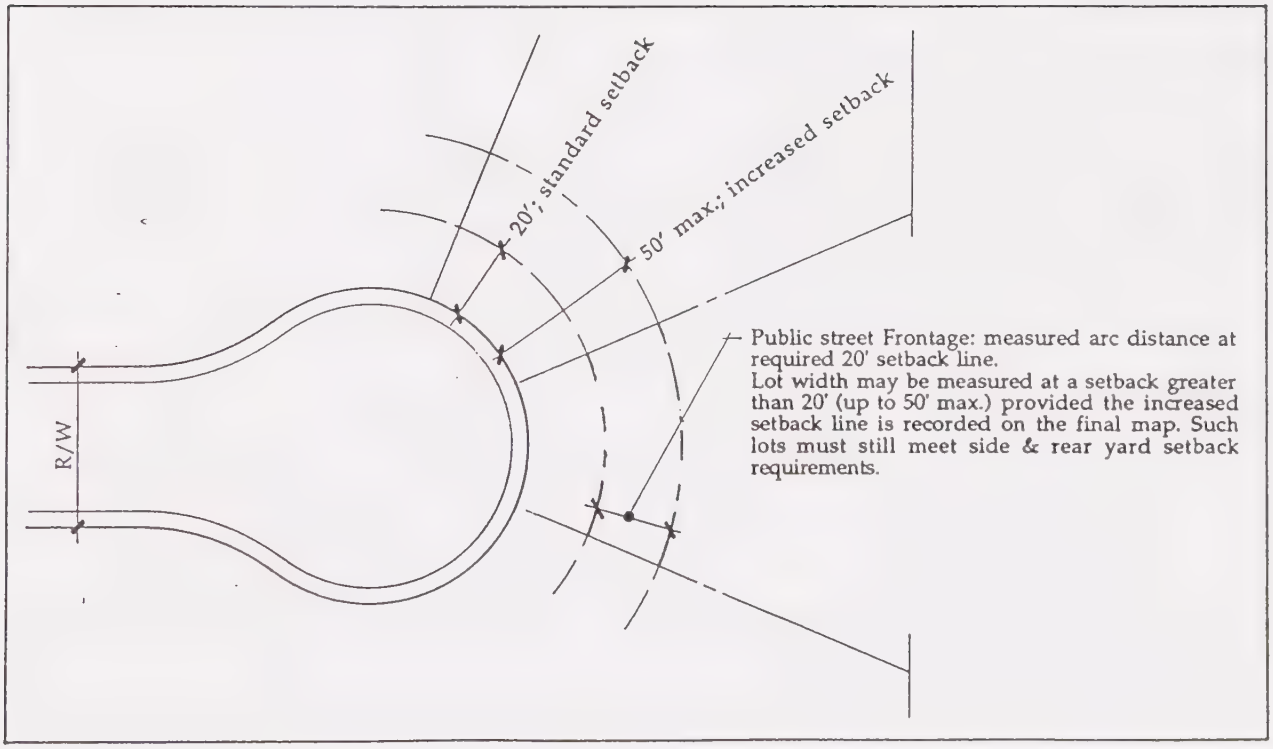



Figure 4.3-6 (See Table 4.4-3, Footnote 4)
Width and Frontage Geometrics for Lots on Curved Streets, Elbows, and Cul-de-Sacs

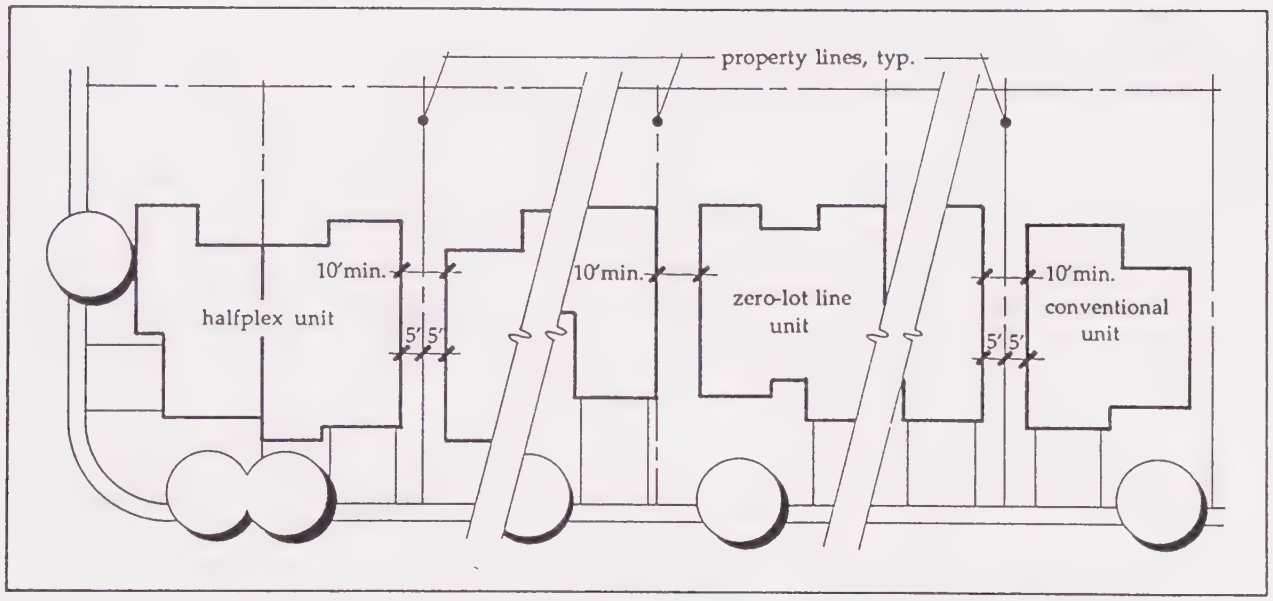
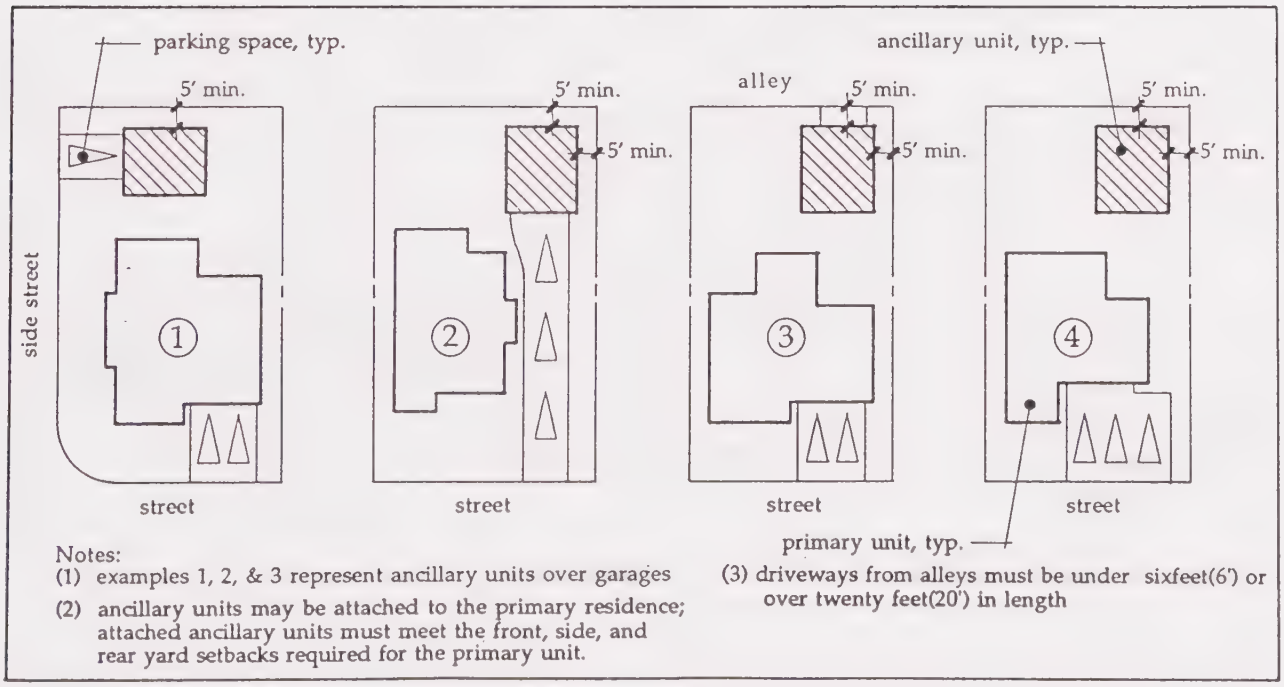



Figure 4.3-7 (See Table 4.3-3, Footnote 11)
Building Separation Illustration




Notes:
(1) examples 1, 2, & 3 represent ancillary units over garages
(2) ancillary units may be attached to the primary residence; attached ancillary units must meet the front, side, and rear yard setbacks required for the primary unit.
(3) driveways from alleys must be under sixfeet(6') or over twenty feet(20') in length

Figure 4.3-8 (See Table 4.3-3, Footnote 12)
Ancillary Unit Location, Setback, and Parking Illustration

### 4.3.4. RESIDENTIAL DESIGN GUIDELINES

The architectural and landscape programs applied to the residential neighborhoods greatly affect overall Plan area appearance. Given the scale of the overall project, and the fact that the majority of the future homes will be detached single-family residences, a diversity of architectural styles from project to project is encouraged to enliven the living environment. Of equal importance is an assurance that the varying styles will be compatible with each other; mismatched or outlandish architectural styles should not be permitted.

Common building materials should be used in various applications throughout the residential areas. Materials conveying a sense of permanence and durability, such as stucco, stone, brick, and masonry, should be incorporated in traditional combinations. Non-durable or unsightly materials or flimsy, tack-on building ornamentation are strongly discouraged.

Within each project, residential building facades should be varied both in form and in architectural embellishment to create a diverse and interesting streetscape. Architectural features such as porches, patios, balconies, bays, recessed doors and windows, dormers, and change in roof plane are encouraged. (See Figure 4.3-9.) A variety of wall finishes, roof materials, and building colors may be utilized. Wall finish colors should emphasize the light natural earth tones of the region, rather than contrived pastels. For consistency in visual presentation, side and rear building elevations should incorporate select architectural components also used on the front elevation.

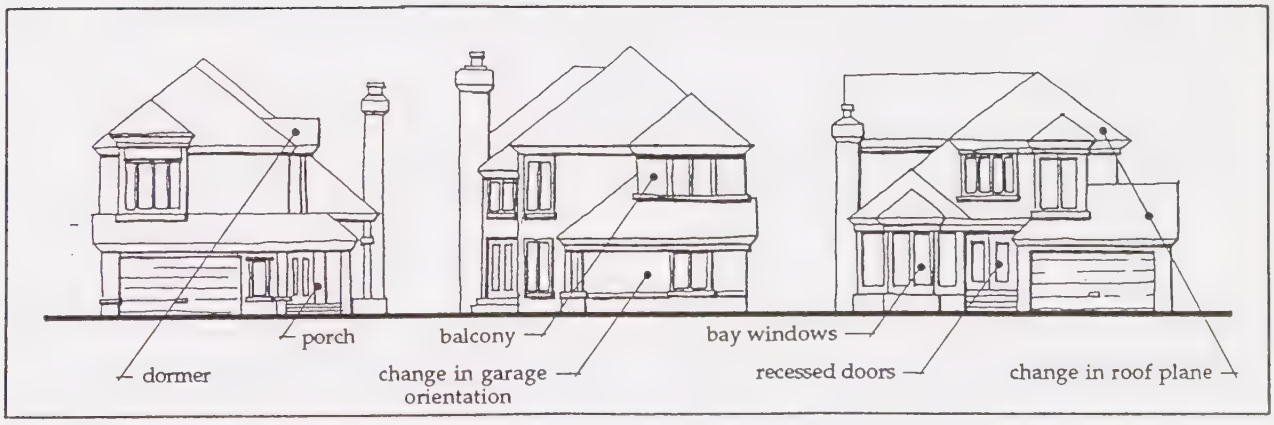



Figure 4.3-9
Residential Architectural Variation Illustration

Garages should be designed such that they are not always the most prominent feature of the residence to the extent practical. Garage diversity should be achieved through garage opening orientation, recessing the garage behind or beneath the living space, and with architectural detailing. Where provided, three-car garages should incorporate jogs or offsets between bays rather than lining all doors up in the same plane. A housing mix that includes options for swing driveways is encouraged. (See Figure 4.3-10.)

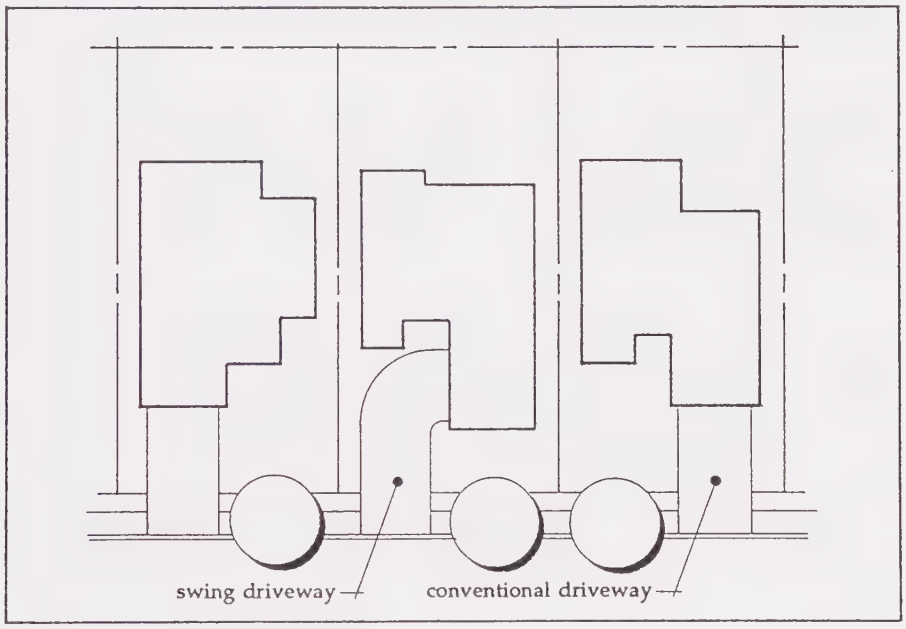



Figure 4.3-10
Swing Driveway Variation

For security purposes, building entries should face the street. Low walls and fences are encouraged in front yards or along private yards abutting common spaces to create interest and to allow visual connection between spaces. Where privacy is desired, traditional good neighbor fencing may be used to delineate yards. Wood fencing visible from the street should have an enhanced appearance.

On individual residential lots, private open space should be provided in the form of usable rear or side yards. Defined patio areas or balconies should also be provided. Front yard patios are permitted where landscaping or low walls delineate that ground level open space. Front yard patio walls may not encroach into any public utilities easement along the street.

Street trees are an important neighborhood design element. A consistent tree species should be planted along the entire length of major connector streets. Consistent tree species within neighborhoods also acts to provide additional local identity. Trees selected for growth habit and shading characteristics should be regularly spaced at about 30 to 40 feet on center along streets. Where sidewalks adjacent to the curb are utilized, street trees should be planted within 4 feet of back-of-sidewalk. Where detached sidewalks are utilized, root barriers should be used as needed to prevent root damage to other improvements.

## 4.4. COMMERCIAL

The Plan area contains three commercially designated areas; these designations represent two neighborhood shopping centers and one small convenience center. The two neighborhood shopping centers may provide a concentration and mix of shops and offices to meet the daily shopping and service needs of Plan area residents. By virtue of their location and design, the neighborhood centers help establish local community identity. The small convenience center provides a much more limited shopping option for residents and for employees of businesses located in the central and southern portions of the Plan area.

The General Plan contains the following two policies that pertain generally to commercial designations:

*LU-33*

*"Discourage the establishment and buildout of linear, strip pattern, commercial centers."*

*LU-34*

*"Discourage the creation of excessive amounts of retail shopping facilities."*

With respect to LU-33, the Bond Road Neighborhood Center and the Mosher Road Convenience Center are "stand-alone" commercial designations. In contrast, the Town Center is an extension of the existing Elk Grove Boulevard Commercial District. The Town Center forms the eastern terminus for commercial development along Elk Grove Boulevard with further commercial expansion to the east limited by a unique rotary street design and by the land use patterns established by the Land Use Diagram.

With respect to LU-34, the Plan area has a very limited amount of land area designated for retail shopping facilities. A total of twenty-one acres of commercially designated land is set aside for the 4,300 dwelling units projected for the Plan area. At this low ratio, residents are expected to also utilize other convenience shopping facilities located outside of the Plan area.

### 4.4.1. COMMERCIAL CONCEPT

Following are general descriptions of the site characteristics and mix of uses planned for each of the three commercial centers.

*Bond Road Neighborhood Center*

The Bond Road Neighborhood Center is located on Bond Road, midway between Waterman Road and Bradshaw Road. The ten acre (area approximate) site is accessed from Bond Road and from a cross connector street internal to the Plan area. Approximately eight acres lies west of the connector street, with the balance on the east side. (See Figure 4.4-1.) The site is surrounded by lands designated residential (6-9 du/ac) within the Plan area.

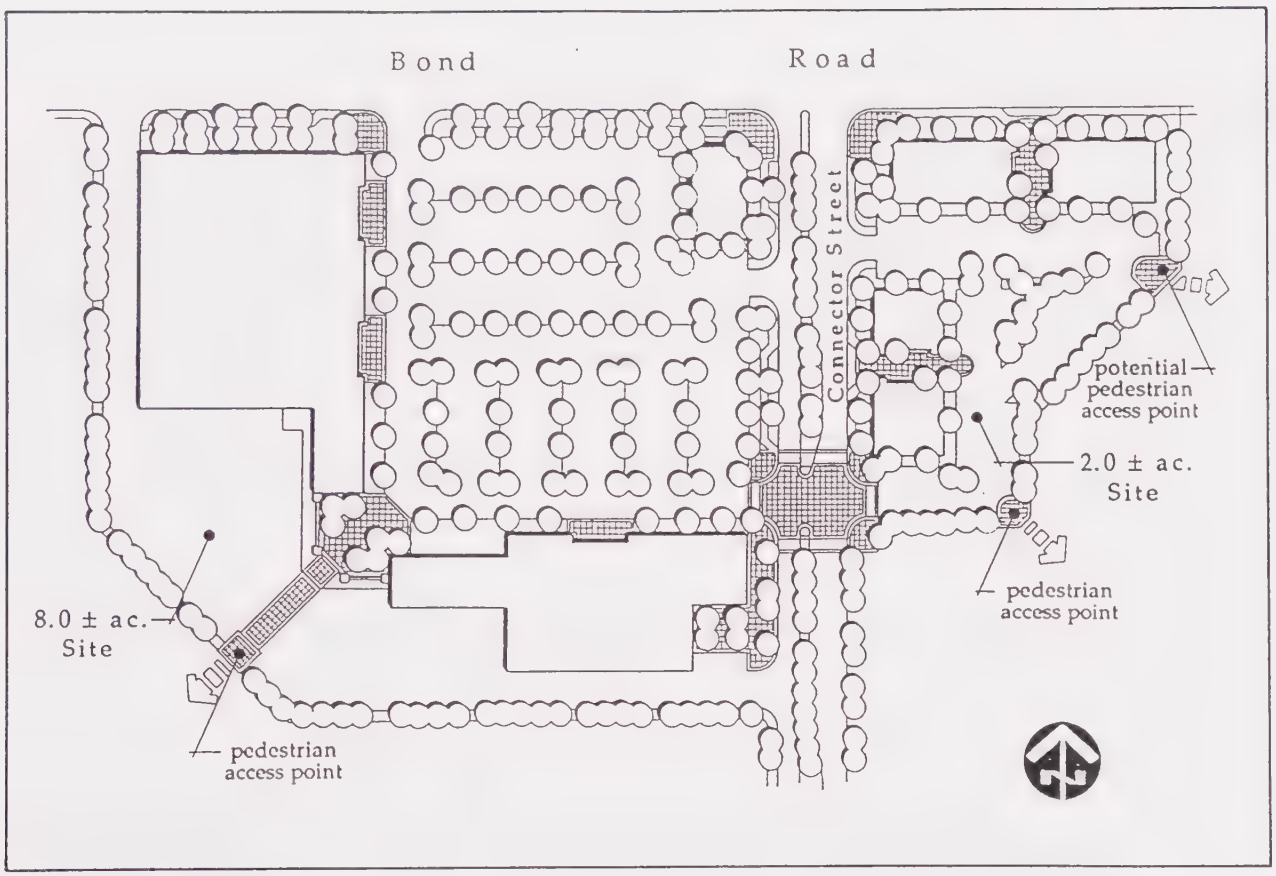



Figure 4.4-1
Conceptual Site Plan, Bond Road Neighborhood Center

The 8± acre commercial site could be anchored by a major retailer (e.g., grocery store), with the balance of the complex occupied with convenience retail stores and services (e.g., beauty shops, video stores, delis, or dry cleaners). Outdoor cafes or similar uses that enliven the commercial area with pedestrian activity are encouraged. A limited amount of local-serving office uses (e.g., accountants, lawyers, or doctors) may be included. The 2± acre commercial site may accommodate many of the same uses, but with an emphasis on provision of indoor and outdoor restaurants.

The overall site design should create a comfortable environment for pedestrians and provide good access for automobile users. The 8± acre site is planned for anchor tenant(s) oriented to a main parking facility; consequently, provisions should be made for safe and convenient pedestrian access through the parking lot. Additionally, portions of the anchor tenant complex should front along the public street to provide for easy access into the center from nearby residential neighborhoods and from transit stops. Across the street, the 2± acre site features smaller buildings oriented primarily to frontage streets and internal courtyards to promote pedestrian usage.

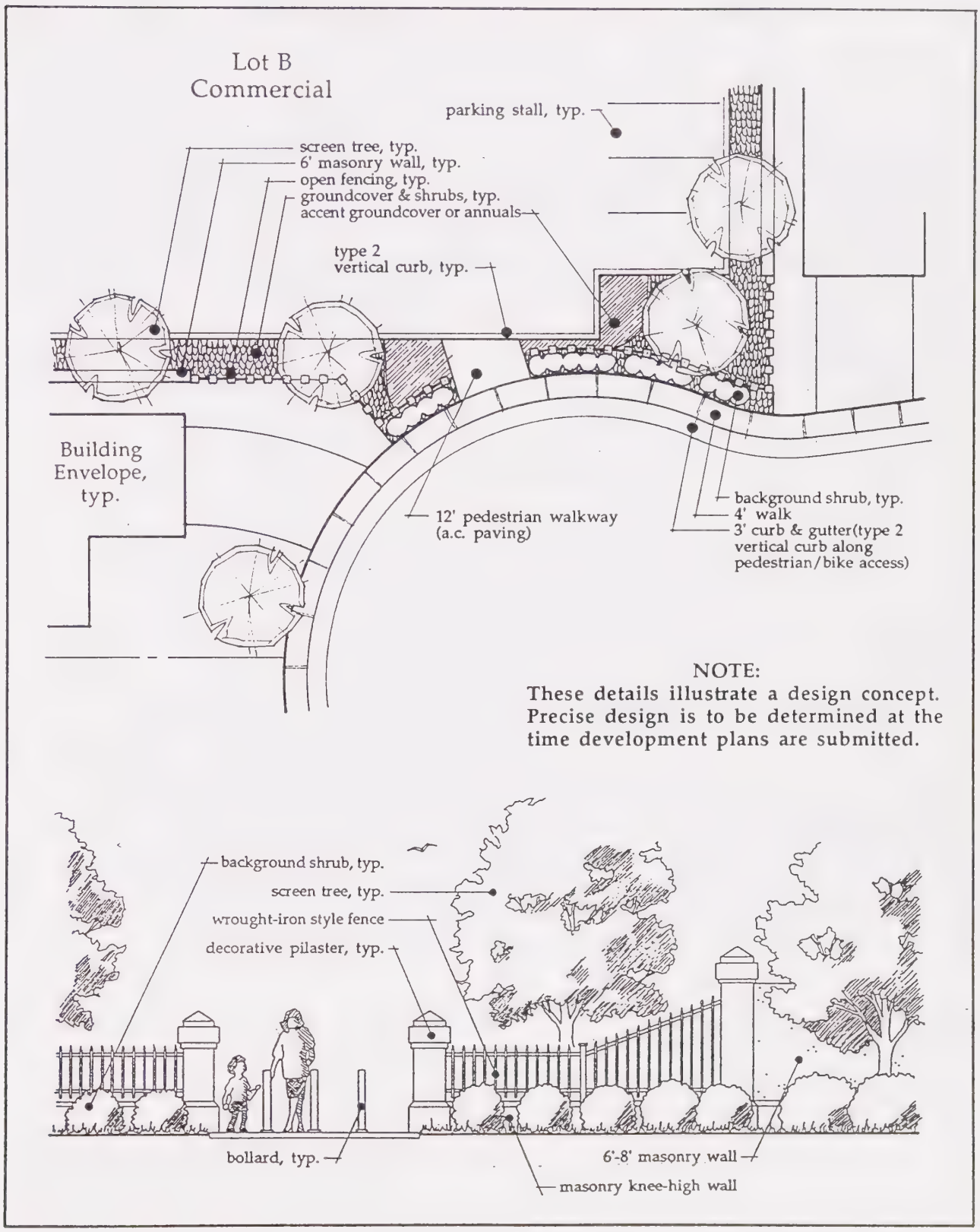



**Figure 4.4-1a**
**Pedestrian Access Point Details**

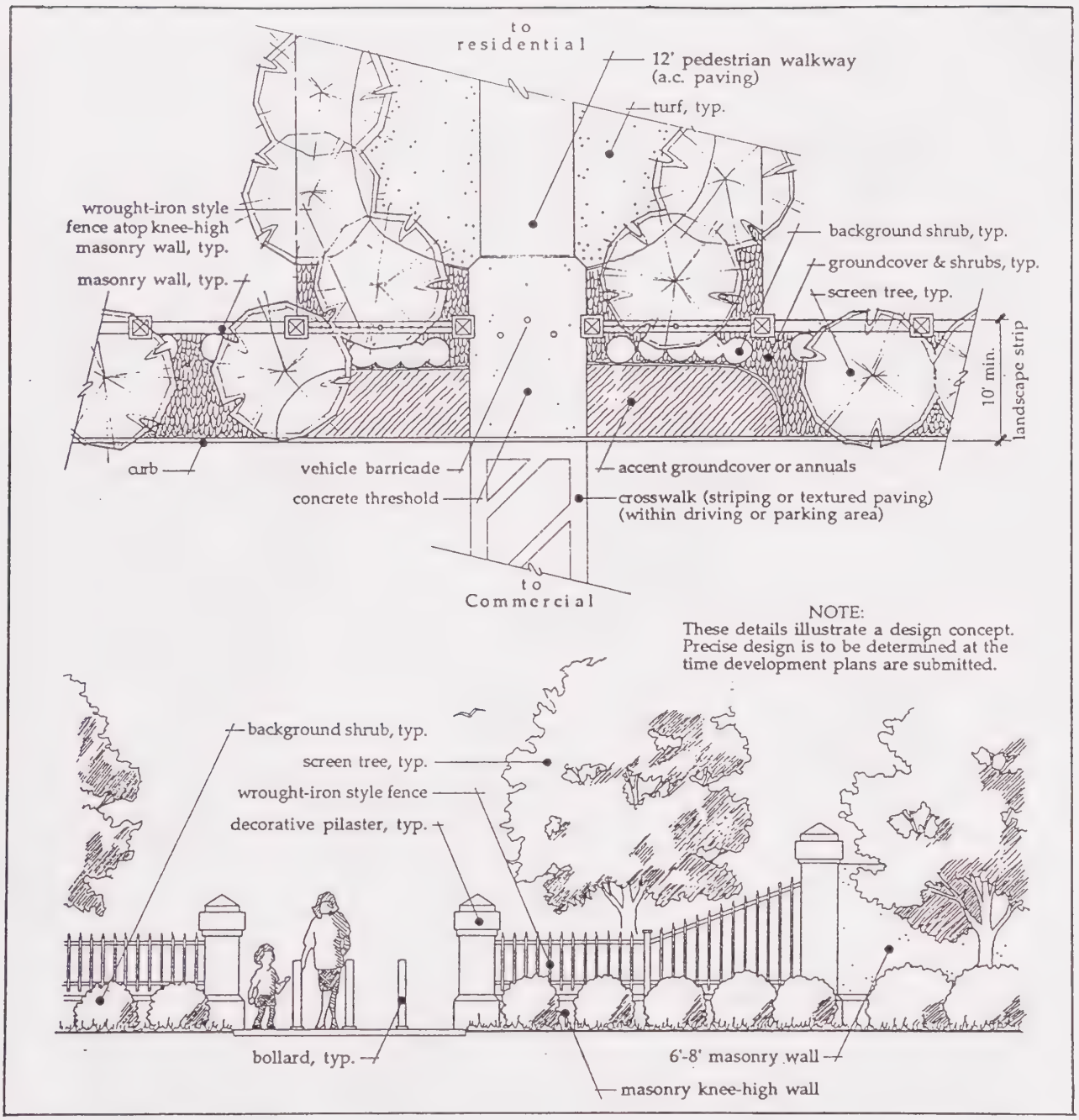



**Figure 4.4-2**
**Pedestrian Access Point Illustration**

To promote pedestrian interaction between the neighborhood center and surrounding residential land uses, pedestrian access points are established at strategic locations along the neighborhood center perimeter. The pedestrian access points should be enhanced architecturally and with landscaping to invite pedestrian usage. (See Figure 4.4-2.) On both commercial sites, where pedestrian access points occur along the site perimeter, breaks between buildings should be incorporated into building design to accommodate pedestrian linkages. Overall site design should accommodate open spaces, plazas, and other interesting spaces along pedestrian routes.

*Town Center*

As shown on Figure 4.4-3, this neighborhood center is located at the intersection of Elk Grove Boulevard and Waterman Road. The Town Center is divided into two 5± acre sites, one on either side of Elk Grove Boulevard. The Town Center commercial sites are planned to complement the existing commercial streetscape along Elk Grove Boulevard. The Town Center also establishes a limit to the Elk Grove Boulevard Commercial District, and lends pedestrian support to the adjacent Town Green park (located within the Elk Grove Boulevard traffic rotary).

Given a current County desire for renovation and revitalization of the historic Elk Grove Boulevard Commercial District, many of the Town Center design features incorporated into this Specific Plan may have future application to properties west of the Plan area. However, specific design criteria that may ultimately be applied to the off-site Elk Grove Boulevard Commercial District is not part of this Plan and requires separate County study at some future date.

The Town Center is bordered on the north by lands designated residential (4 du/ac), on the south by lands designated residential (4-6 du/ac), and on the east by transmission corridor open spaces. Similar to the Bond Road Neighborhood Center, the Town Center (and nearby open space and park areas that comprise the Elk Grove Boulevard entry complex) functions as a hub for local and regional trails networks and as a main transit destination. The Town Center may also contain many similar service and convenience uses as the Bond Road neighborhood center, but with special emphasis on restaurants and other uses that promote daily and weekend pedestrian activity.

The form of the Town Center will vary dramatically from that of the Bond Road Neighborhood Center. Building main entrances should face the street. Arcades and shade structures should be emphasized along the street to provide a comfortable, shaded pedestrian walking and seating promenade. Rear parking areas should be configured to create clearly defined pedestrian linkages to building entrances. Flexibility exists for a front or rear loaded parking scheme although provisions for pedestrian access should be a primary component of overall site design.

The Town Center site design should also focus on nearby parks, especially the Town Green, an adjacent garden open space where residents and store patrons have the opportunity to relax outdoors. Common landscape and architectural design elements should be utilized to visually interconnect the Town Green open space and the other park spaces with the pedestrian walks and plazas within the Town Center retail complex.

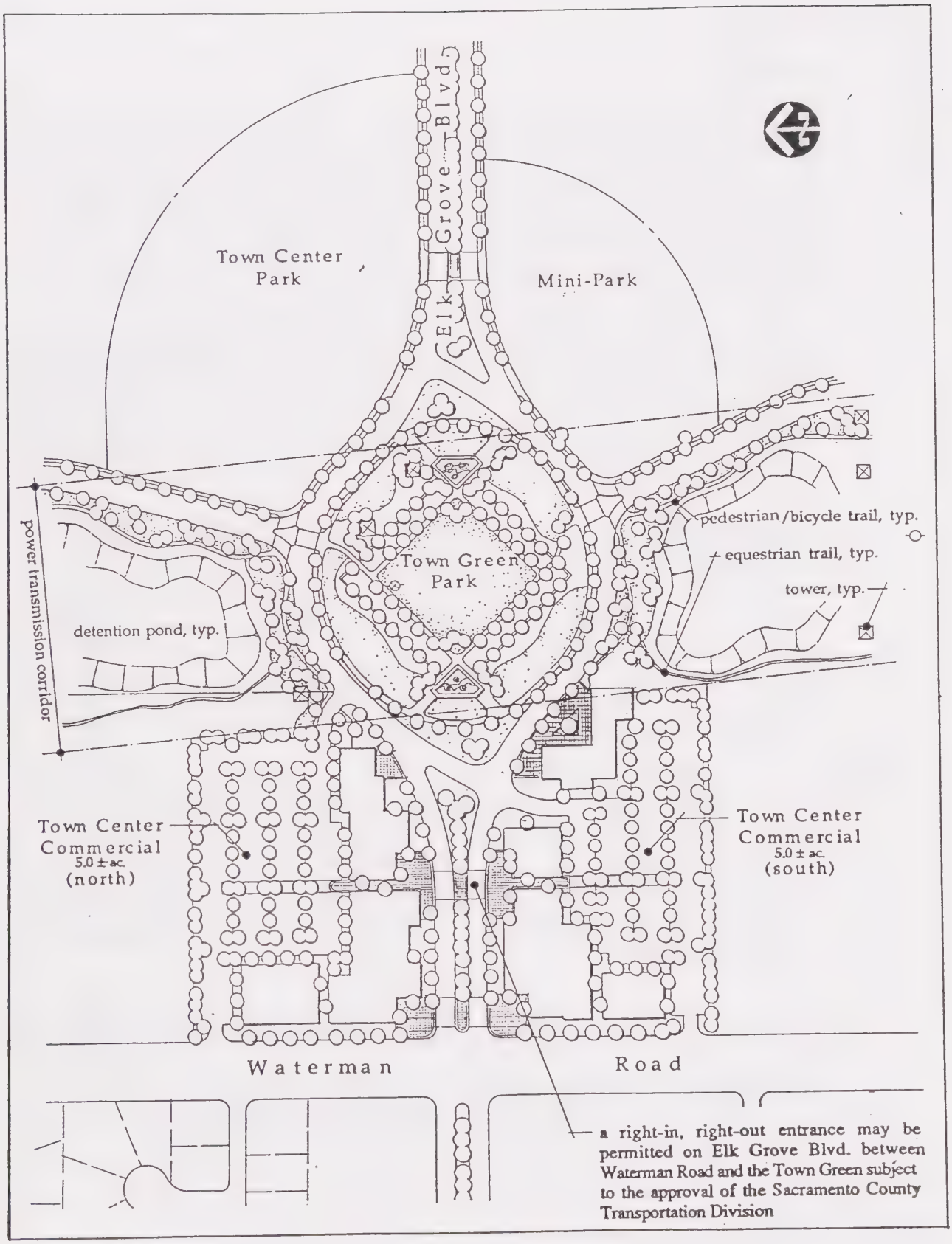



Figure 4.4-3
Conceptual Site Plan, Town Center

*Mosher Road Convenience Center*

This one-acre convenience center is located on the south side of Mosher Road adjacent to Grant Line Road. While most convenience centers form the nucleus of neighborhoods, very small convenience centers such as the Mosher Road Convenience Center can be situated on the perimeter to accommodate small commercial uses, such as convenience markets, informal restaurants, dry cleaners, gas stations, and video stores.

The Mosher Road Convenience Center is sized to contain only a small amount (approximately 10,000 sq. ft.) of commercial space, probably within a single building or within two or three semi-attached buildings. Main entrances should face the street. Flexibility exists for either a front or rear loaded parking scheme, although provisions for pedestrian access should be a primary component of the overall site design.

### 4.4.2. COMMERCIAL POLICIES

The following policies apply to all three commercially designated areas:

- Commercial centers should be accessible by public transportation. Transit stops shall be provided in proximity to both neighborhood centers with options to be explored for a transit stop near the convenience center.

- Provisions shall be made to accommodate pedestrians along street frontages and through parking areas to reach main building entrances.

- Commercial areas shall be buffered from adjacent residential land uses by a combination of masonry wall and landscaping. Landscape buffers are to emphasize evergreen trees noted for screening effect. Screen walls and landscaping are to be consistent with the building and site design.

The following policies apply to individual commercial designations as noted:

*Bond Road Neighborhood Center*

- Pedestrian access points shall be provided along the site perimeter to allow additional pedestrian access into the center from adjacent residential neighborhoods. Breaks in building configuration shall be provided where necessary to allow convenient pedestrian routes to and from perimeter access points.

- Portions of the 8± acre anchor tenant complex shall front on a public street to promote pedestrian access. Major portions of the 2± acre complex are to front onto the public street, with parking located at the rear.

- Buildings shall be set back a sufficient distance from adjacent single-family residences to minimize undesirable visual impacts. Second-story commercial windows should be set back or oriented away from private residential spaces.

*Town Center*

- The Town Center shall establish the eastern limits of the Elk Grove Boulevard Commercial District.

- Town Center commercial buildings should be designed to front directly onto the public street with main building entrances facing the street. Interior buildings may be permitted where it can be demonstrated that the location does not impair the overall site design and the interior building main entrance is located along a pedestrian route. Flexibility exists in the Town Center for a front or rear loading parking scheme, although provisions for pedestrian access should be a primary component of site design.

- Consideration shall be given to reduction of parking requirements for individual uses where it can be demonstrated that an overlap of parking demand exists for the overall commercial complex.

- Driveway access to parking areas shall be permitted through the adjoining transmission corridor easement where necessary to accomplish adequate commercial parking lot circulation.

- Controlled pedestrian crossings across Elk Grove Boulevard shall be established as part of the overall Elk Grove Boulevard entry area (e.g., Town Center, Town Green, Town Center Park, mini-park, and transmission corridor open space) design. Consideration is to be given to such measures as traffic signals and textured paving, or combination thereof, to reduce traffic speeds.

### 4.4.3. COMMERCIAL PERMITTED USES AND DEVELOPMENT STANDARDS

**(a) Permitted Uses**

Permitted uses for each of the three commercial centers are listed in Table 4.4-1:

TABLE 4.4-1

PERMITTED USES

NEIGHBORHOOD AND CONVENIENCE CENTERS

**Bond Road Neighborhood Center:** Permitted uses within the Bond Road Neighborhood Center, as shown on Figure 4.4-1, are those uses permitted in the Shopping Center (SC) Land Use Zone as noted in Zoning Code Section 225-31, and subject to the special conditions referenced in Section 4.4.

Additional permitted uses shall include:

(a) Restaurant with outdoor dining; and

(b) Indoor recreation club.

**Town Center:** Permitted uses within the Town Center commercial district, as shown on Figure 4.4-3, are those uses permitted in the Limited Commercial (LC) Land Use Zone as noted in the Zoning Code Section 225-41, and subject to the special conditions referenced in Section 4.4.

Additional permitted uses shall include:

(a) Restaurant with outdoor dining;

(b) Indoor recreation club; and

(c) Outdoor recreation club.

**Mosher Road Convenience Center:** Permitted uses within the Mosher Road Convenience Center, as shown on Figure 4.2-1, Page 4-8, are those uses permitted in the Limited Commercial (LC) Land Use Zone as listed in the Zoning Code Section 225-41, and subject to the special conditions referenced in Section 4.4.

### (b) Development Standards

The development standards for the commercial designations assigned by the East Elk Grove Specific Plan Land Use Diagram are listed in Table 4.4-2.

TABLE 4.4-2

COMMERCIAL DEVELOPMENT STANDARDS

| | COMMERCIAL CENTERS | | |
|---|---|---|---|
| | Bond Road Neighborhood Center | Town Center | Mosher Road Commercial Center |
| **BUILDING SETBACK (Min.)** | | | |
| Perimeter Arterial Street | 25' | 25' (7) | 35' |
| Connector Street | 25' | 25' (1) | 35' |
| Side or Rear, Interior | 15'/25' (2) | 0'/15'/25' (2) (3) | 15' |
| **LANDSCAPE BUFFER (Min.)** | | | |
| Street Frontage | 5'/20' (4) | 5'/20' (4) | 5'/20' (4) |
| Side or Rear, Interior | 10' | 10' (5) | 10' |
| **BUILDING HEIGHT (Max.)** | 1 story (8)<br>40' (6) | 1 story (8)<br>40' | 1 story, 24' |

Footnotes

(1) Outdoor dining is permitted within the standard building setback, up to within fifteen feet (15') of Elk Grove Boulevard, provided the outdoor dining area is delineated from the sidewalk with decorative fencing, low wall, or landscaped edge.

(2) Setback fifteen feet (15') for one-story building; twenty-five feet (25') for two-story building.

(3) No setback is required where abutting another commercial lot (excepting applicable UBC/UFC requirements).

(4) Landscape buffer five feet (5') wide adjacent to buildings; twenty feet (20') adjacent to parking lots.

(5) No landscape buffer is required along a common property line between commercial lots.

(6) Building height exceptions are permitted pursuant to Section 301-22 of the Zoning Code, except that the maximum base area limitation is waived for anchor tenant roof elements provided the overall building height does not exceed fifty-five feet (55').

(7) Building setback and parking location to be designed pursuant to a Development Plan Review Application to be considered by the Board of Supervisors.

(8) Forty-foot (40') maximum height; Structures above forty feet (40'), or two (2) stories, require a Conditional Use Permit.

(c) Sign Standards

The East Elk Grove Specific Plan is subject to the sign standards described in the Special Sign District Section of the County Zoning Code (Chapter 35, Article 5).

### 4.4.4. COMMERCIAL DESIGN GUIDELINES

The architectural character of the commercial centers should create an important identity focus for the community and create a comfortable environment for pedestrians. Proper design will tend to enliven the commercial centers and create an active social gathering place. Following are general guidelines for each of the three commercial centers that should shape the site design and the overall architectural presentation.

*Bond Road Neighborhood Center*

The Bond Road Neighborhood Center is the primary service commercial facility within the Plan area and as such, is expected to generate the greatest amount of daily patronage by residents. Consequently, the appearance of this center is very important not only because of the highly visible location along a gateway entrance into the community, but also because the frequent usage makes the commercial center an extension of the Plan area living environment.

The proximity and planned interconnection with the residential neighborhoods dictates that retail buildings within the Bond Road Neighborhood Center be residential in scale and in architectural detail. The building character should be of a uniform design throughout, perhaps creating a distinctive theme for the community. The intent is not to do a historic reproduction, but to interpret the traditional style using forms, materials, ornamentation, and human scale proportions within contemporary structures and site planning constraints.

Buildings should be low, predominantly single-story, although two-story office components are encouraged for architectural variation. Significant roof elements should be incorporated into the building design, rather than superficial mechanical equipment screens, such as tack-on perimeter mansards. Buildings should create visual interest through orientation, form, and alignment. Architectural treatments, details, and materials should be consistent among buildings, with emphasis on substantial unifying materials, such as stucco, brick, and stone. Where the rear or side of buildings are visible from public streets, public spaces, or surrounding residential properties, visible elevations are to be treated with substantially the same materials, colors, and details as the primary frontage.

Although the 8± acre portion of the center is planned to be oriented to a main parking facility, portions of the building complex should front on the public street. These highly visible frontages should be designed to invite pedestrian patrons; elevations should include multi-plane wall surfaces, awnings, trellises, shaded walkways, windows, and display areas. Provisions should be made for safe and convenient pedestrian access along store fronts, from and through the parking lot, and from neighboring residential areas. Site design should incorporate open spaces, plazas, and interesting spaces along pedestrian routes. Where practical, pedestrian routes should contain entries for small retail shops.

The two-acre portion of the complex should feature retail buildings, restaurants, or offices oriented primarily to the street and internal courtyards. Buildings should be smaller and configured to incorporate interesting pedestrian scale frontages, with allowance for secondary entrances from parking areas located at the rear. The architectural palette for the two-acre site should reflect the design character of the eight-acre anchor tenant site. Trademark buildings dictated by chain or franchise businesses are discouraged where such buildings are not consistent with the overall project design.

The landscaping within both sites should be rich in plant and hardscape materials. Decorative paving should be used to highlight pedestrian routes. Plant materials should be selected for shading and cooling qualities and for seasonal variation. Trees are to be planted throughout the parking areas, emphasizing a grid or "orchard" pattern to provide shade coverage in accordance with County shade requirements. Perimeter frontages along streets are to be landscaped to soften and embellish the appearance of the center. The frontage landscape areas also feature the pedestrian esplanades; consequently, the landscape program should also incorporate closely spaced, regimented tree plantings here for shading and screening effect.

*Town Center*

Consistent with the commercial buildings already constructed along Elk Grove Boulevard, the Town Center architectural program should emphasize the creation of individual, one- and two-story identity buildings designed to appear as either stand-alone or attached structures. Rather than taking on a residential appearance, these buildings should reflect many of the characteristics of "old downtown" and create a landmark terminus for the Elk Grove Boulevard Commercial District. Architectural styles may vary from building to building, with integration achieved through use of thematic materials and ornamentation, and by a continuous unified streetscape and landscape treatment along the Elk Grove Boulevard and Waterman Road frontages.

The Town Center commercial area is expected to provide a diversity of service commercial use, with strong emphasis on restaurants, outdoor cafes, and specialty stores. This interesting mix of uses will promote store-to-store pedestrian shopping in contrast to sole destination shopping. As a consequence, a primary design emphasis should be to highlight the pedestrian attributes of the site plan. The pedestrian esplanades along the street frontages should be partly shaded for sun protection, with random alcoves or courtyards provided for seating areas or points of interest.

Storefronts should be simple, but strong in architectural statement and character. Variations in floor level, facades, architectural details, and finishes that create the appearance of several smaller projects are strongly encouraged. Chain or franchise trademark buildings that detract from the "old downtown" motif are discouraged. Store interiors should also be visible from the street; clear or slightly tinted glass is preferred over dark, highly reflective or obscure glass. A quality blend of strong visual materials like stone, masonry, and heavy timber, with variation from building-to-building, will help establish desired visual aesthetics without creating a superficial appearance.

The Town Center site design should also be coordinated with the design of the nearby Town Green open space. Unified street furniture (i.e., street lights, benches, bollards, etc.), hardscape paving materials, raised planters, water features, and thematic landscaping (e.g., rose garden) should be used to highlight the circle feature and to interconnect the Town Green with the pedestrian walks and plazas within the retail complex.

*Mosher Road Convenience Center*

The Mosher Road Convenience Center should be designed in the same architecture style as the Bond Road Neighborhood Center to restate the Plan area design theme. Residential proximity also dictates the use of "residential" scale architecture to size buildings consistent with homes in surrounding neighborhoods. As with the neighborhood centers, the convenience of pedestrian access should be a primary component of overall site design. Tree plantings along sidewalks and within parking areas should be emphasized for shading and cooling effect.

## 4.5. INDUSTRIAL

The East Elk Grove Specific Plan provides for industrial uses within the southwest portion of the Plan area. These industrial designations are located along Waterman Road, beginning at the Masonic Lodge, and along Grant Line Road, west of Mosher Road. The future industrial uses established here will provide opportunities for some Plan area residents to work in close proximity to their homes.

### 4.5.1. INDUSTRIAL CONCEPT

The industrially designated lands reflect existing land use patterns already established outside the Plan area across Waterman Road and Grant Line Road. Within the Plan area, closest residential neighborhoods are insulated from industrial properties by open space buffering or other land use transitioning structured into the Land Use Diagram and regulations established within this section.

Two types of industrial designations are proposed: Industrial-Office Park (MP) and Light Industrial (M-1). The Industrial-Office Park designation is applied in a limited basis on the Land Use Diagram as a mechanism to transition from Light Industrial to Residential. Properties designated Industrial-Office Park include a portion of the Masonic Lodge property (1.5± acres), and a 10± acre site located immediately south of Mosher Road situated between the Mosher Road Convenience Center and the power transmission corridor. Both of these Industrial-Office Park sites lie adjacent to residential designations and act as buffers between residences and areas designated Light Industrial. All other industrial lands within the Plan area are designated Light Industrial.

The Industrial-Office Park designation permits an array of residentially compatible land uses, including businesses, services, offices (e.g., doctors, dentists, real estate agents), and also some very light industrial uses. In contrast, the Light Industrial designation generally permits mostly clean industrial uses involving fabrication, manufacturing, assembly, processing, or warehousing. Ancillary restaurant uses, such as delis, coffee shops, and cafeterias are permitted in either industrial designation where they function as a supporting use within a multi-tenant building. Outdoor storage may also be permitted in both industrial designations, but must be screened from all adjacent land uses. Major portions of the transmission corridor are designated Light Industrial; these corridor areas may be suited best for outdoor storage, parking, or park-and-ride facilities. (Uses and structures within the transmission corridor may be subject to easement restrictions.)

### 4.5.2. INDUSTRIAL POLICIES

The following policies apply to the Industrial-Office Park and Light Industrial designations:

- Industrial properties shall be designed to ensure the proper development and use of land in a manner so as to achieve a high quality, nuisance-free environment for office, manufacturing, assembly, research and development, warehousing, and distribution-type land uses.

- Pedestrian access should be provided between individual industrial projects at regular intervals to promote pedestrian cross access.

- Pedestrian and bicycle access shall be provided between the industrial properties and trail systems within adjacent open space areas.

- Outdoor seating areas situated in a landscaped setting shall be provided for use by employees.

- All loading, delivery, and outdoor storage areas shall be screened from view.

### 4.5.3. INDUSTRIAL PERMITTED USES AND DEVELOPMENT STANDARDS

#### (a) Permitted Uses

Permitted uses for the Industrial-Office Park and Light Industrial designations are listed in Table 4.5-1.

TABLE 4.5-1

PERMITTED USES

INDUSTRIAL-OFFICE PARK (MP) AND LIGHT INDUSTRIAL (M-1)

MP: Permitted uses within the designation, as shown on Figure 4.2-1, Page 4-8, are those uses permitted in the Industrial-Office Park (MP) Land Use Zone as noted in Zoning Code Sections 230-40 and 225-10, and subject to the special conditions listed in Section 4.5.

Additional permitted uses shall include:

(a) Lodge-Fraternal Hall;

(b) Public and quasi-public buildings; and

(c) Nursery (plants), without retail.

Additional conditional uses shall include:

(a) Home improvement (building material, hardware), with retail;

(b) Nursery (plants), with retail; and

(c) Equipment rental.

M-1: Permitted uses with the M-1 designation, as shown on Figure 4.2-1, Page 4-8, are those uses permitted in the Light Industrial (M-1) Land Use Zone as noted in Zoning Code Section 230-21 and subject to the special conditions listed in Section 4.5.

(b) **Development Standards**

Development standards for building setback, screening, landscape buffering, and building height are as prescribed by the Industrial Development Standards, Chapter 25, Article 1, of the Zoning Code. All other applicable development standards are as specified by the Zoning Code for properties in equivalent zone classifications, with the following exceptions:

- Breaks in required screen walls may be permitted to allow pedestrian trail linkages to off-site open space trails.

- Building height for any industrial use located adjacent to, or directly across the street from any Plan area residential designation is limited to two stories and 40 feet.

- A continuous landscaped corridor, minimum 35-feet wide, shall be provided along the south side of Mosher Road within all properties designated Industrial-Office Park (exclusive of driveway openings). The landscape corridor is to be of uniform design and shall include a meandering pedestrian walkway, berms, and a thematic street tree program.

### 4.5.4. INDUSTRIAL DESIGN GUIDELINES

Industrial buildings within the Plan area should be designed as distinctive architectural statements, rather than as non-descript, shoebox-style buildings. Unarticulated, flat-roofed buildings are to be discouraged. Building configurations should incorporate jogs and offsets to eliminate large uninterrupted wall surfaces, provide opportunity for a creative mixing of roof forms, and to allow facade variation. Use of shade and shadow by such means as recessed walls, overlapping building masses, deep overhangs, and attached breezeways is an essential design element in establishing interesting building massing and articulation.

Industrial buildings should also reflect the near proximity of residential neighborhoods in terms of materials selection: quality construction materials of stucco, masonry, and stone are preferred as facing materials, as opposed to plywood siding or exposed tilt-up concrete. It is also important that buildings be fully elevated (as opposed to having articulation only on the main elevation), as they will be visible from perimeter arterials, nearby open space areas, residential neighborhood areas, and parking lots.

In terms of site design, main industrial buildings within both the Industrial-Office Park and Light Industrial designations should be oriented with primary entrances facing streets, parks, or plazas, rather than parking lots. Building configurations that define courtyards or embellish the streetscape are preferred over those located away from the street behind a field of parking. On-site provisions should be made for workers arriving by transit, bicycle, or on foot. Given the proximity of the transmission corridor trail route, trail linkages through the industrial developments should be provided to encourage non-vehicular commuting.

Front yards, courtyards, buffering open spaces, and parking areas should also be well landscaped to give the impression of a garden office setting. Tree planting should emphasize screening effect, as well as providing shade within and around parking lots and paved areas. To soften land use transition, where industrial uses front either perimeter arterials or Mosher Road, a uniformly designed frontage treatment should be established. This uniform frontage corridor should incorporate such features as specialty trees (trees noted for screening, shading, and seasonal effect), berms, low accent walls, and meandering walks. A portion of the trees should be planted near roadway edges to visually frame the street and to shade and delineate walkways.

## 4.6. OPEN SPACE

The East Elk Grove Specific Plan open space program is a central and unifying project design element. For the purposes of this Specific Plan, the category of Open Space includes the following designations from the Land Use Diagram:

Open Space

The Open Space designation includes all the on-site "greenways". Greenways are environmentally constrained areas, namely the stream corridors, the stormwater detention ponds, preserved wetlands, and the power transmission corridor. Greenways are to be linked where possible to form an interconnected open space resource, enhanced with landscaping, and made accessible to area residents via an extensive trail and sidewalk system. Greenways will also be visible from the street at frequent intervals to dramatize views, to internalize the open spaces into the neighborhoods, and to promote safe public usage.

Parks

Complementing the passive open space greenways is a comprehensive network of active parks distributed throughout the various Plan area neighborhoods. Designed to provide for the full recreational needs of the residents, the active parks include a community scale park, a Sports Park, a Town Center Park, two neighborhood parks, several mini-parks, and the Town Green. (The Town Green is located within the traffic rotary on Elk Grove Boulevard.) Like greenways, many parks are positioned to act as attractive focal points along public streets. Park requirements and facilities are discussed in Section 6.4.

Schools

Although schools are not traditionally classified as an open space, they are included in this Specific Plan, because they form an important component of the Plan area open space design. Both K-6 elementary school sites planned for the site are paired with neighborhood parks, consistent with the joint use policy promoted by Sacramento County, and are situated at highly visible locations on primary streets.

Table 4.6-1 lists the various types of Open Spaces and the anticipated ultimate ownership and maintenance responsibilities/funding sources.

### 4.6.1. OPEN SPACE CONCEPT

#### (a) Stream Corridors

The Plan area is crossed by two major stream corridors. The northerly corridor is an unnamed tributary to Laguna Creek; the southerly branching corridor is the upstream reach of Elk Grove Creek. Both corridors are to be reconstructed as natural appearing riparian channels to improve local drainage and flood control. (See Section 7.3 for detailed drainage discussion.)

TABLE 4.6-1

OPEN SPACE OWNERSHIP AND MAINTENANCE

| Item | Ultimate Ownership | Maintenance Responsibility | Maintenance Funding Source |
|---|---|---|---|
| | | | |
| ARTERIAL ROADWAYS | | | |
| Landscaped corridors | EGCSD | EGCSD | L&L District |
| 6' Sidewalks | EGCSD | EGCSD | L&L District |
| Soundwalls | EGCSD | EGCSD | L&L District |
| Medians | Sac. County | EGCSD | L&L District |
| | | | |
| INTERIOR ROADWAYS | | | |
| Landscaped corridors | EGCSD | EGCSD | L&L District |
| Detached sidewalks | EGCSD | EGCSD | L&L District |
| Attached sidewalks | Sac. County | EGCSD | L&L District |
| Soundwalls | EGCSD | EGCSD | L&L District |
| | | | |
| DRAINAGE CORRIDORS | | | |
| Channel sections | SCWA | SCWA | Zone 11 Taxes |
| Buffer areas | SCWA | EGCSD | L&L District |
| Trails | SCWA | EGCSD | L&L District |
| | | | |
| | | | |
| WETLANDS MITIGATION AREAS (onsite) | EGCSD | EGCSD | L&L District |
| | | | (localized to relavent |
| | | | parcel or parcels) |
| | | | |
| POWERLINE CORRIDOR OPENSPACE | | | |
| Green Edge Landscaping | EGCSD | EGCSD | L&L District |
| Town Green | EGCSD | EGCSD | L&L District |
| Trails | EGCSD | EGCSD | L&L District |
| Natural Areas | EGCSD | EGCSD | L&L District |
| Flood Control/NPDES basins | SCWA | SCWA | Zone 11 Taxes |
| Sports Park | EGCSD | EGCSD | L&L District |
| | | | |
| PARKS | EGCSD | EGCSD | L&L District |
| | | | |
| SCHOOLS | EGUSD | EGUSD | School District Taxes |
| | | | |

The reconstructed meandering channels create an important visual open space, and functionally establish a habitat linkage to the various outlying detention ponds and to the power transmission corridor. The wide channel section contains a meandering low-flow channel or multi-threaded channel to create random islands of vegetation and ponds along the bottom. Just above the low-flow channel, terraced areas provide habitat zones for wetland flora and fauna. Planted side slopes and riparian areas beyond the banks act as an ancillary habitat zone and also serve as a protection buffer for created wetlands.

A channel maintenance road along one bank may double as a pedestrian and bicycle trail. The opposite bank on Elk Grove Creek may contain a parallel equestrian trail. (See Figure 7.3-4.) The pedestrian/bicycle trail will be connected to other Plan area greenway trails and sidewalks to form an interconnected local circuit. Both the pedestrian/bicycle trail and the equestrian trail can be connected to other similar off-site regional trail systems.

(b) Detention Ponds

The Plan area contains several detention ponds connected to major drainages that serve to regulate the quantity and quality of storm water run-off. For aesthetics, the ponds are to be constructed in free-form shapes, rounded and contoured with varying side slope pitches. Seasonal rain water may sustain wetland and aquatic plants within the ponds. The upper terraces of the ponds should also be planted with wetland compatible trees and shrubs. These facilities should be complementary to the network of open space. Their design should encourage some active or passive use during periods when no flood waters are present. Therefore these ponds should not be fenced. Landscaping and berming can be used to both restrict casual pedestrian access and to screen select views where desired. Once constructed, it is anticipated that the enhanced detention ponds will be a valuable resource addition to the Plan area's open space environment. (See Section 7.3 for detailed detention basin discussion.)

(c) Wetlands

Areas designated as "Wetlands" on the Specific Plan Land Use Diagram are believed to contain jurisdictional wetlands including vernal pools, seasonal wetlands, and/or perennial streams. These sites have been set aside for wetland preservation. If after future detailed investigations these sites are determined not to contain jurisdictional wetlands, or impacts to these wetlands are mitigated for elsewhere, the property owners may apply for a redesignation of the land use category shown for the areas consistent with the exceptions defined in Section 4.6.3.

Reconstructed creek corridors provide opportunities for wetland mitigation, compensation, and enhancement measures, with riparian edges acting as buffers to surrounding development. The powerline easement

and the Sunset Sky Ranch Airport overflight zone may also provide opportunities for wetland preservation and reconstruction. Both preserved and re-created wetlands provide open space benefit as visual spaces and for limited active uses such as pedestrian, bicycle, and equestrian trails.

(d) **Power Transmission Corridor**

A 475-foot wide power transmission corridor parallels Waterman Road within the Plan area. Four separate easements combine to form the corridor. Two of the easements are held by the Western Area Power Administration; the other two easements are granted to SMUD and PG&E. Within the corridor are three separate metal truss tower systems and one metal pole system. All four overhead line systems are high voltage (230 kv). There are specific limitations on allowable activities within the easements. For example, permanent structures are not permitted. Other lesser improvements, such as light poles, parking facilities, landscaping, and equipment storage may be permitted, but have height restrictions.

Most of the land area within the transmission corridor is designated as open space. (Exceptions are the industrial designations at the southerly end of the Plan area.) The Specific Plan deals with the transmission corridor not as a planning constraint, but rather as an open space opportunity. The corridor has been used to create and preserve open space resource habitats (i.e., detention, ponds, and riparian upland areas), and to create more formal open space areas that promote active public usage. Pedestrian/bicycle trails and equestrian trails are to be constructed within the corridor; these trails serve as key linkages within the inner community pathway system and as regional cross-connectors between the Laguna Creek trail and the Cosumnes River trail. (See Figure 5.12.) Large portions of the transmission corridor will remain passive Open Space with native vegetation.

(e) Parks

The Plan area contains the following active recreational park sites that are to be part of the Elk Grove Community Services District. (See Section 6.4 for individual park requirements and facilities.)

*Community Scale Park*

This twenty-acre park contains large scale recreational facilities and is located at a major focal point of the interior street system. The location provides for excellent automobile, pedestrian and transit access. The strategic positioning of the park near the Elk Grove Creek channel creates additional passive open space for the park and also allows convenient access to pedestrian, bicycle, and equestrian trails within the channel. The surrounding low intensity land uses (i.e., channel, airport approach/departure zone, low density residential) serve to insulate and buffer nearby neighborhoods from potential noise and lighting conflicts arising from park usage.

Landowners whose property is designated as a Community Park may propose minor modifications to the boundary of the park provided that the modification is in substantial compliance with the design and acreage shown on the Specific Plan Land Use Diagram, and that the landowner has the concurrence of the Elk Grove Community Services District - Parks and Recreation.

*Sports Park*

The Elk Grove Community Services District has requested an option to purchase a 32± acre sports park site in the northwest portion of the Plan area for the purpose of establishing a future regional soccer complex. A supplemental 5.0 linear acre mini-park site lies east of and adjacent to the sports park. This linear mini-park may be added to the sports park complex if the District exercises the purchase option.

*Town Center Park*

Town Center Park is an integral part of the Town Center complex located along Elk Grove Boulevard, near Waterman Road. Town Center Park may potentially accommodate a community activities center and aquatics park. Final overall Town Center Park design is to be integrated with the other Elk Grove Boulevard entry features to create a consolidated entry complex in appearance and function. In a similar fashion, the design of feature buildings should be consistent with the architectural program established for the Town Center commercial sites.

*Neighborhood Parks*

The Plan area contains two neighborhood parks, each paired with a K-6 elementary school. Although exact facilities have yet to be determined, the two neighborhood parks will provide a range of large scale active, passive, and organized recreational activities within easy walking distance of Plan area neighborhoods.

*Mini-Parks*

Six mini-parks ranging in size from 2.0 to 8.7 acres are distributed throughout the Plan area neighborhoods. The mini-parks vary somewhat in appearance and function. Some mini-parks are located at neighborhood cores and emphasize active recreational activities; others are located at high visibility points along major connectors and are more passive in design, emphasizing passive, informal green spaces for public or private gatherings or picnicking.

One of the mini-parks, specifically the 8.7 acre site located adjacent to the sports park, may either function as a stand-alone park or a portion of the sports park complex, depending upon future Elk Grove Community Service District plans. As a stand-alone park, improvements would be structured to access and complement natural open spaces and trails within the powerline easement.

*Town Green*

Town Green is the name given to the landscaped entry feature within Elk Grove Boulevard. The Town Green forms the central landscaped open space within the Town Center commercial and parks complex, and acts as a hub for community pedestrian and transit activity.

The roadway design around the Town Green acts to slow traffic speeds along Elk Grove Boulevard, and also creates an interesting, informal public gathering and resting place near a neighborhood shopping center. The Town Green feature may contain gardens, fountains, turf and paved areas, and seating areas arranged to complement other surrounding Town Center uses.

**(f) Schools**

Two ten-acre K-6 elementary schools are designated within the Plan area, one north and one south of Elk Grove Boulevard. Given the positioning of these schools central to support residential neighborhoods, it is anticipated that most students will walk to school and that the need for student bussing will be minimal. To support the pedestrian student concept, schools are positioned at highly visible, easy to find locations on primary streets. These locations are also a focus of the sidewalk/trail system. At the time this Specific Plan was adopted, an issue regarding the location of the school site south of Elk Grove Boulevard had not been resolved. Section 6.5.5. addresses this issue in detail.

**(g) Community Landscaping**

Miscellaneous community green spaces such as Plan area main entrance features, special design neighborhood entrances, back-up landscape areas along streets, street medians or islands, and green edge street frontages, should present a similar or compatible landscape theme throughout the Plan area. An example of community landscaping is the green edge landscape treatment to be done along public streets adjacent to both stream corridors and the transmission corridor. (See Figure 4.6-2, Page 4-50.) Another example is the green edge landscaping to be installed across the street from the Town Green to enhance the two nearby stormwater detention ponds. Here, intensive landscaping is proposed to integrate the detention pond environment with the design program established for the other elements of the Elk Grove Boulevard entry.

**(h) Pedestrian, Bicycle, and Equestrian Trail Systems**

The Plan area provides for a comprehensive pedestrian and bicycle circulation system. Street design generally accommodates pedestrians on an adjacent sidewalk and bicyclists within the street travel way. (See Figure 4.3-2, Page 4-14.) Pedestrians and bicyclists may utilize a common trail within the open space greenways. Greenway pedestrian/bicycle trails

are ten-foot wide paved trails with two-foot wide decomposed granite shoulders, visible and accessible from adjacent parks and from multiple points along the local street network. Within stream corridors, the trail will be located at the top of bank, serving as a dual purpose channel maintenance access road. (See Figure 4.6-2, Page 4-50.) Within the transmission corridor, the trail will meander to complement the adjacent roadway and lotting edge design. An important aspect of the transmission corridor trail route is the potential for a north-south trail inter-tie between two other planned off-site regional trails, namely, the Laguna Creek trail and the Cosumnes River trail.

Portions of the on-site open space greenway network may also accommodate a separated equestrian trail. (A dual trail design avoids potential user conflicts.) Within the Elk Grove Creek stream corridor a five-foot unpaved equestrian trail may be placed on the opposite bank from the pedestrian/bicycle trail. A separate equestrian trail may also be provided within the power transmission corridor located away from activity areas. Like the pedestrian/bicycle trail, an equestrian trail within the transmission corridor potentially forms an inter-tie between similar planned facilities for both Laguna Creek corridor and the Cosumnes River corridor.

### 4.6.2. Open Space Policies

The following Open Space policies apply to the Plan area:

- Open Space areas should be incorporated into all Plan area projects to the extent feasible.
- Projects adjacent to Open Space areas shall be designed to protect the integrity and function of the Open Space area.
- Land uses adjacent to natural Open Space areas should provide on-site landscaping as a transition to natural habitats to the extent feasible.
- Where feasible, pedestrian, bicycle, and equestrian trails shall be provided in Open Space areas, with emphasis on trail connections to area-wide systems.
- Streets and other public infrastructure improvements shall be placed to minimize intrusion upon Open Space areas, particularly wetlands.
- Wetland preserves shall be restricted to passive recreation activities compatible with the natural communities.
- A community landscape program should be established for specialty Open Space areas, including back-up landscape corridors along streets, street medians, and green edge areas along stream corridors and the transmission corridor.

### 4.6.3. OPEN SPACE LAND USE CLASSIFICATIONS AND PERMITTED USES

#### (a) Land Use Classifications

The appropriate future land use classifications for lands designated Open Space, Park, or School on the Land Use Diagram are as follows:

| Designation | | Land Use Classification |
|---|---|---|
| Open Space | - | Recreation (0) Land Use Category |
| Parks, Schools, and Wetland Areas which are Otherwise Unrestricted | - | Residential Land Use/Zone to be Compatible with Surrounding Uses) |
| Sports Park (Outside the Powerline Corridor) | - | RD-7 Residential Land Use Zone |
| Approach/Departure | - | (See section below) |

In the event a park site, school site, or wetland area is either reduced in size or eliminated due to a change in controlling agency plans, a lessening of dedication requirement, or other reason approved by the Sacramento County Board of Supervisors, the following apply:

*Park Sites (Excluding Sports Park)*

Surplus property created by any of the above described actions reverts to a Specific Plan land use designation which is compatible with surrounding uses. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted.

*Sports Park*

In the event the Elk Grove Community Services District does not exercise their reservation option, the portion of the Sports Park site west of the transmission corridor reverts to an underlying Specific Plan land use designation of Residential, 7 du/acre. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted.

*Schools*

Surplus property created by any of the above described actions reverts to a Specific Plan land use designation which is compatible with surrounding uses. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted.

*Wetland Areas*

Surplus property created by any of the above described actions reverts to a Specific Plan Land Use designation which is compatible with the surrounding uses. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted.

*Approach/Departure*

The General Plan and Specific Plan land use designations for the Approach/Departure Zone associated with Sunset Sky Ranch Airport is assigned to be consistent with the Comprehensive Land Use Plan (CLUP) prepared for the airport. Presently, the maximum density allowed for the Approach/Departure Zone is one dwelling unit per five acres (AR-5).

Two options exist for the landowner whose property is constrained by the Approach/Departure Zone:

A. If, at the time the landowner desires to develop the property and the Approach/Departure Zone for the airport is removed, the landowner may file amendments to the appropriate plans and rezone seeking a land use category and designation for the property within the Zone that is compatible with surrounding development. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted; or

B. If, at the time the landowner desires to develop the property and the Approach Departure Zone has not been removed, the landowner of the property is granted density credit for the land constrained by the Approach/Departure Zone, and may apply a dwelling unit value consistent with adjacent surrounding uses on unconstrained property located outside of the Approach/Departure Zone. Additional dwelling unit allocation consistent with a subsequent rezone approval is permitted.

If the landowner elects Option 'B', the landowner foregoes any future options to seek entitlements for residential uses within the Approach/Departure Zone, and shall convey development rights for the property to the County, so as to ensure that additional residential development does not occur within the Approach/Departure Zone.

**(b) Permitted Uses**

Permitted uses for Open Space, Park, and School designations are listed in Table 4.6-2:

TABLE 4.6-2

PERMITTED USES

OPEN SPACE, PARK, AND SCHOOL

**Open Space/Park:** Permitted uses for the Open Space and Park designations, as shown in Figure 4.2-1, are those uses permitted in the Recreation (0) Land Use Zone as noted in Zoning Code Section 220-21 and subject to the special conditions referenced in Section 4.6.

**Schools:** The sole permitted use for the School designations, as shown on Figure 4.2-1, is public schools subject to the facilities determinations of the Elk Grove Unified School District.

**Underlying Residential (Land Use designation to be Compatible with Surrounding Uses):** Permitted uses are as prescribed in Section 4.3.3.(b).

### 4.6.4. OPEN SPACE DESIGN GUIDELINES

Plan area school sites and formal park sites are to be developed according to the requirements of the Elk Grove Unified School District and the Elk Grove Community Services District. Consequently, the design guidelines outlined herein apply only to the greenways (e.g., stream corridors, detention ponds, preserved wetlands, and power transmission corridor) and to the community landscape areas (e.g., Plan area main entrance features, neighborhood main entrance features (if any), back-up landscape corridors along streets, street medians and islands, and green edges along greenways) distributed throughout the Plan area.

*The General Plan contains the following policies that apply to proposed Plan area open space improvements.*

*LU-37*

*"Projects involving public or private lakes and ponds and/or landscaped public areas shall be designed to emphasize native vegetation so as to minimize net water consumption."*

The extensive greenway network within the Plan area will feature the preservation and re-creation of both wetland and upland native vegetation. Stream corridors and detention ponds are designed to sustain wetland plant habitats in low-lying areas, buffered by native upland vegetation extending along and beyond embankments. The transmission corridor represents the largest single native plant resource within the Plan area. Here, the vast majority of the easement area is to be retained as a natural riparian area, with supplemental native shrubs and trees added for selective accent or screening purposes.

*LU-38*

*"All development projects, excluding single-family homes, shall incorporate water-efficient landscaping."*

This Specific Plan recognizes the concern for reduction of water usage through careful plant selection and irrigation system design, while at the same time providing a high standard of landscape design. As an example, many natural riparian (and unirrigated) open spaces are incorporated into the overall Plan area design which serves to protect existing plant communities and reduce water consumption. Where more intensive community landscaping is proposed for visual effect, drought-tolerant and water-conserving plants are to be emphasized in the overall plant palette. Landscaping within non-residential land use designations is to conform to the "Sacramento County Code Relating to Water Use and Conservation and Water Conserving Landscape Requirements".

#### (a) Greenways

Street and lotting patterns within the Plan area are to integrate the power transmission corridor, the stream corridor, and other appropriate greenway open spaces into the neighborhood design, creating a series of trails heads and interesting open space vistas along the street. Residential development patterns should place a

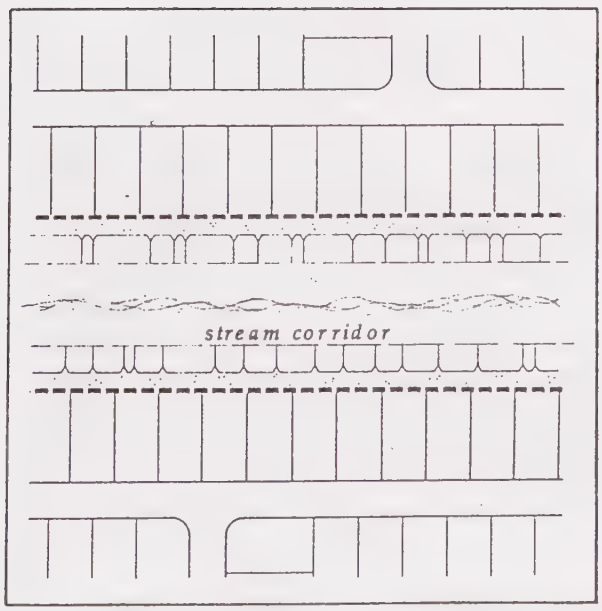
variety of open-ended cul-de-sacs, front-on streets, and residential lots along the edges of greenways to the extent practical. However, long stretches of back-up lots should be discouraged. Homeowner safety issues, such as policing and emergency vehicle access into the corridors, can also be more satisfactorily addressed with proper interface design.

*The General Plan contains the following policy that pertains to street frontage along floodplain frontage:*

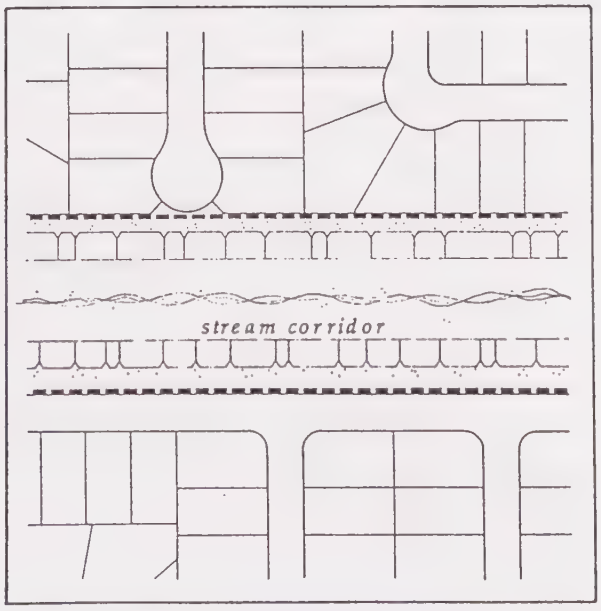
*CO-120*

*"Development design shall minimize the total flood plain frontage which is fenced off from public view. Development adjacent to Urban Stream Corridors shall be encouraged to provide where physically reasonable, a public street paralleling at least one side of the corridor with vertical curbs, gutters, foot path, street lighting, and post and cable barriers to prevent vehicular entry."*

Consistent with the above General Plan policy, frontage streets are to be placed along at least one side of Plan area stream corridors at any given location, unless limited by planning constraints. (See Figure 4.6-1.) The provision of frontage streets will permit views into the open space and access to trails within the naturalized channels. Where front-on streets occur, green edge landscaping along the street is to be done in a manner consistent with the General Plan policy. (See Figure 4.6-2.)




*excessive back-up lots discouraged*




*Front-on streets & open ended cul-de-sacs encouraged*

**Figure 4.6-1**
**Lotting and Street Pattern Along Stream Corridors**

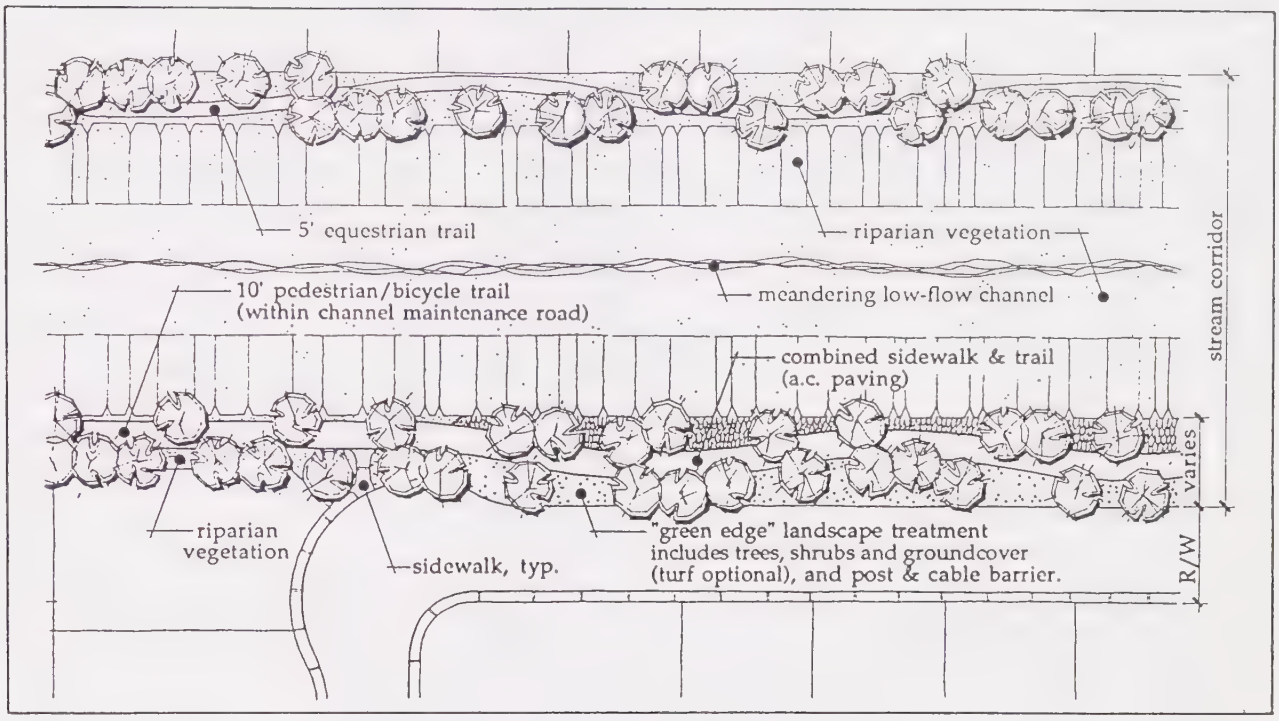
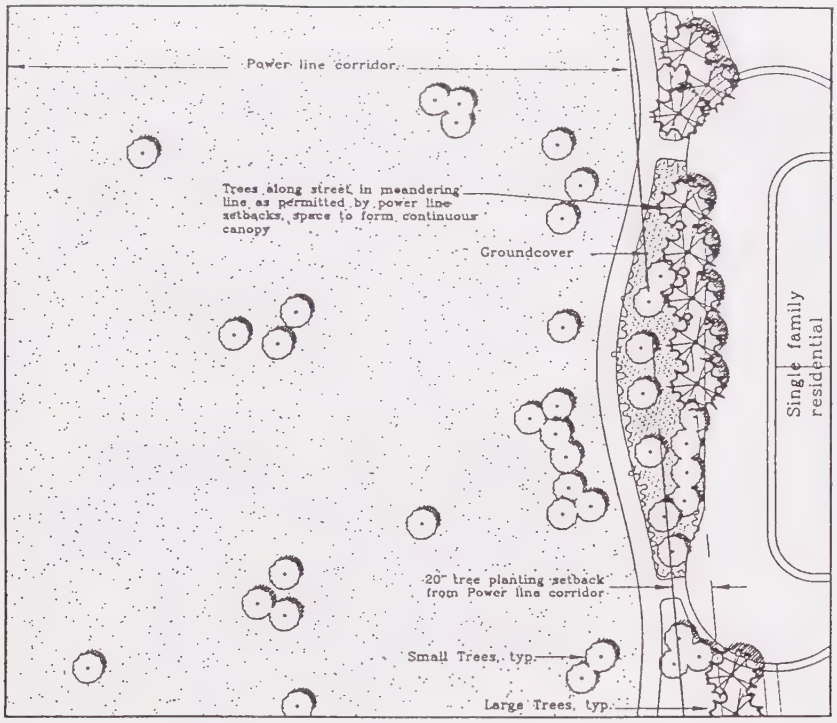



**Figure 4.6-2**
**Stream Corridor Landscaping and Trail Illustration**

Landscaping within the power transmission corridor is to be done under the same two-part program as with stream corridors, with the pedestrian/bicycle trail acting as the landscaping demarcation line. West of the trail, major portions of the corridor will remain a natural riparian area; existing vegetation should be augmented, however, by selective planted clusters of native, drought-tolerant, low trees and shrubs. East of the trail, a more intensive green edge landscaping program is to be used along street frontages. Less intensive landscaping and fire breaks will occur adjacent to residential edges. The term "green edge" refers to a more traditional, landscaped and partially irrigated zone (native and water-conserving plant species are still stressed, however), with emphasis on provision of accent trees and street trees. These concepts are illustrated in Figures 4.6-3, 4.6-4, and 4.6-5.

Community landscape areas are to be consistently landscaped throughout the Plan area. The uniform landscaped theme should also be reflected in Plan area street tree selections. Identity trees should be utilized to highlight the entire length of key connection streets for special emphasis. Groupings of tall, columnar trees should be used to accentuate special locations and entry points. A plant palette favoring deciduous trees is generally preferred for seasonal color and summer shading. Where possible, drought-tolerant and water-conserving plant species alternatives should be used. (See Section 7.3 for detailed detention basin discussion.)



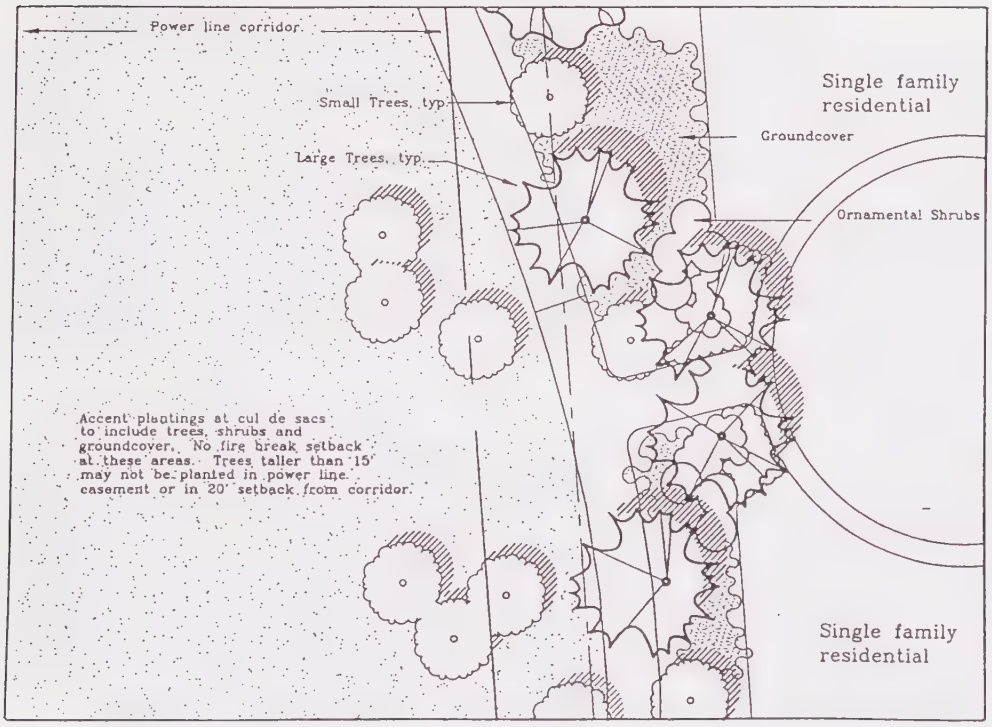

West of Bike Trail:

Addition of random groupings of native drought tolerant plants to augment existing natural vegetation. 15' height limit for plants within power line corridor.
Non irrigated.

East of Bike Trail

Medium density of planting at street frontages. Plantings to include groundcover, small and large trees withing height limitations, spaced to form a continuous canopy. Spray irrigation.

Figure 4.6-3
Power Transmission Corridor Landscaping (Parallel Streets)



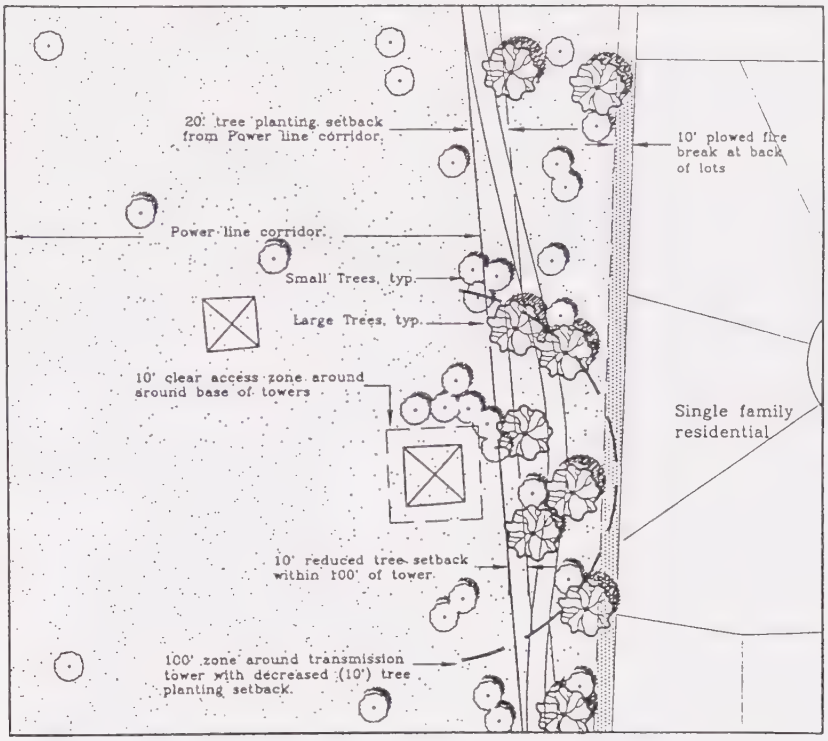

West of Bike Trail:

Addition of random groupings of native drought tolerant plants to augment existing natural vegetation. 15' height limit for plants within power line corridor.
Not irrigated.

East of Bike Trail:

High density plantings to emphasize entry to recreational corridor. Plantings to consist of small and large trees, within height limitations, decorative shrubs and groundcover.
Spray irrigation

Figure 4.6-4
Power Transmission Corridor Landscaping
(Open-Ended Cul-de-Sacs)




West of Bike Trail:

Addition of random groupings of native drought tolerant plants to augment existing natural vegetation. 15' height limit for plants within power line corridor. Non irrigated

East of Bike Trail:

Decreased density of planting at back of lots for fire safety. Plantings to consist of sparsely spaced small trees and large trees where height limitations permit. Non irrigated.

**Figure 4.6-5**
**Power Transmission Corridor Landscaping**
**(Back-On Lots)**

Hardscape materials should be of a uniform or compatible design throughout the community landscape areas. Hardscape components include such things as masonry walls, textured paving, street or specialty lighting, street furniture, bollards and community entry signs or monuments. Deviation is permitted in the use and composition of these materials where it can be demonstrated that the proposed design has thematic benefit without comprising overall appearance.

One significant example of a community landscape area is the green edge landscaping planned near the stormwater detention ponds adjacent to the Town Green. Here, the detention ponds are to be contoured to natural appearing forms with bermed perimeters. The resulting gentle pond side slopes will not require potentially unsightly fencing. Extensive landscaping is to be done between the ponds and the adjacent streets so that the ponds will blend with the whole Elk Grove Boulevard entry complex.

The detention basin just north of the Town Green will have two levels. The lower level will be inundated more frequently and its bottom surface will often be wet. The higher elevation portion of the basin will typically only be inundated in the winter during larger storms. This area may, therefore, serve as a joint use facility providing a site for active or passive recreational uses. (See Section 7.3 for detailed detention basin discussion.)

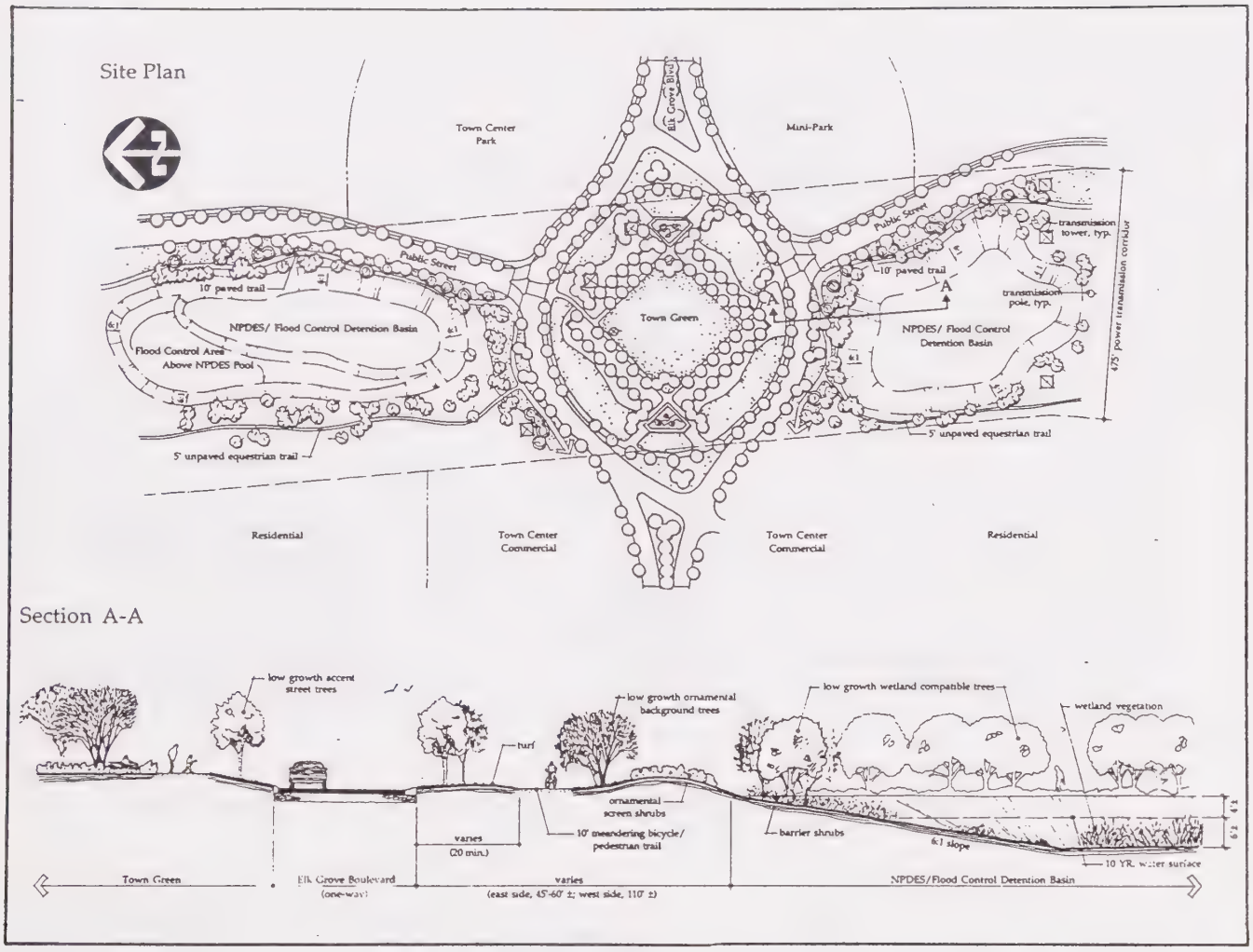



**Figure 4.6-6**
**Community Landscaping; Detention Pond Area Near the Town Green**

# SECTION FIVE

# TRANSPORTATION AND CIRCULATION

## 5.1. INTRODUCTION

This chapter describes the roadway, bicycle, pedestrian, and transit elements of the Specific Plan. Following the summary of existing conditions (Section 5.2) is a discussion of the service standards (Section 5.3) that were applied in developing the project's circulation system (Section 5.4) and off-site improvements (Section 5.5). In addition to applying the service level standards, all of the relevant policies from the General Plan were used to develop the on and off-site transportation system.

The transportation element of the Specific Plan also includes a package of improvements (Section 5.6) which are directed at achieving the 15% reduction in mobile source emissions required by General Plan Policy AQ-15.

The final section (5.7) of this chapter identifies transportation-related policies unique to this Specific Plan which supplement the policies of the General Plan. The intention of these policies is to assure that the overall goals of the General Plan are achieved through the Specific Plan.

The transportation and circulation element of this Specific Plan is designed to minimize off-site impacts, encourage and facilitate the use of alternative modes of travel, and provide a safe and convenient circulation system within the Plan area. Examples of measures that are incorporated in the Plan to achieve these goals include "direct" street patterns, a comprehensive trails and bike lane system, a land use pattern that concentrates density around commercial nodes, convenient and frequent bus stops, and park-and-ride facilities.

## 5.2. EXISTING CONDITIONS

This section describes the configuration of the local street system, performance (Level of Service) of the roadway network, location of pedestrian and bicycle trails, and availability of transit service in the Area. The boundaries of the study area were established by the Sacramento County Transportation Division and the Sacramento County Department of Environmental Review and Assessment:

- State Route 99 to the west;
- Calvine Road to the north; and
- Grant Line Road to the south and east.

These boundaries are shown in Figure 5.1, as are the study intersections.

### 5.2.1. ROADWAYS

The closest freeway to the Specific Plan area is State Route 99 which is one of two major north-south freeways running through the central portion of California (I-5 being the other). Near the proposed project, State Route 99 has four lanes (two lanes in each direction) and carries approximately 40,000 vehicles per day. Freeway access from State Route 99 to the project site is provided via four roadways:

- Grant Line Road (which bounds the project on the south);
- Elk Grove Boulevard (which runs through the project site);
- Bond Road (which bounds the project on the north); and
- Sheldon Road (one mile north of the project).

Most of the existing roadways in the Plan area are two-lane rural roads with minimal (0-4 foot) shoulders. These roadways typically have many driveways to serve the rural residential parcels and most streets are bounded by utility poles on one or both sides.

***Grant Line Road*** begins at State Route 99 in south Sacramento County and continues northeast crossing Bradshaw Road, Sunrise Boulevard, and SR 16 before ending at White Rock Road in eastern Sacramento County. In addition to providing local circulation, this two-lane roadway serves as a through route for traffic traveling between southwestern Sacramento County and locations to the east such as Folsom and El Dorado County. Near the project, this road carries 6,900 vehicles per day.

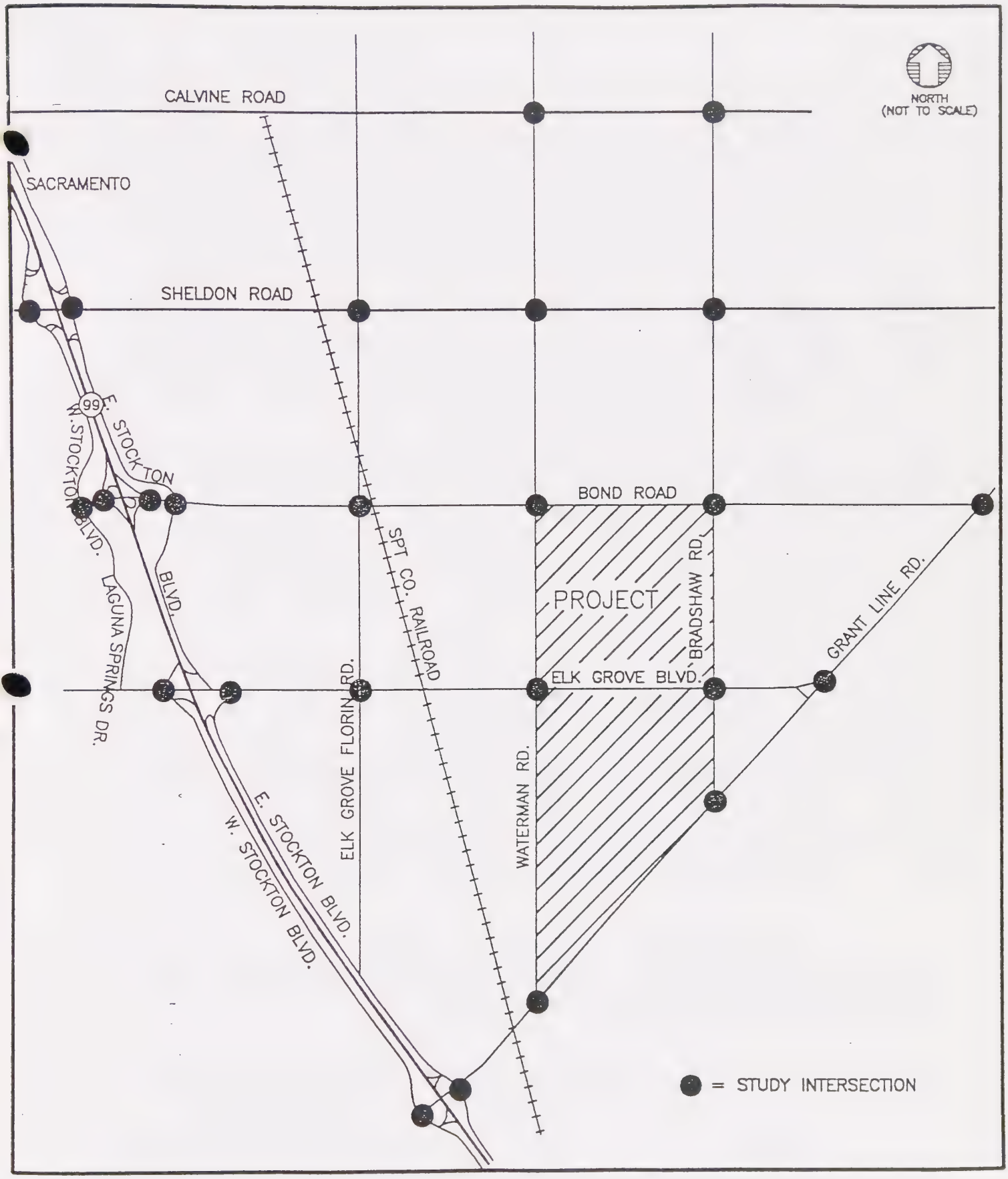



Figure 5.1
Study Area

*Elk Grove Boulevard* is an east-west road which begins at I-5 and continues east crossing State Route 99 (where there is an older interchange with a two-lane overcrossing), Elk Grove-Florin Road, and Bradshaw Road before ending at Grant Line Road. Between State Route 99 and Elk Grove-Florin Road, this street has four through-lanes (two lanes in each direction) plus a two-way left-turn lane to accommodate left-turns into and out of the many driveways. Through this commercial area, Elk Grove Boulevard carries over 30,300 vehicles per day and experiences congestion (particularly during the peak hours).

East of Elk Grove-Florin Road, Elk Grove Boulevard narrows to two lanes through "historic" Elk Grove. For a brief section east of Elk Grove-Florin Road, this roadway carries over 18,000 vehicles per day. However, the daily traffic volumes drop to 4,000 vehicles per day east of the project site, which is easily accommodated by the existing two lanes.

*Bond Road* begins as Laguna Boulevard at I-5 and becomes Bond Road at State Route 99. The interchange of this road with State Route 99 has been recently reconstructed to provide a six-lane overcrossing. East of State Route 99, Bond Road crosses Elk Grove-Florin Road and Bradshaw Road before ending at Grant Line Road. Bond Road carries 21,500 vehicles per day just east of State Route 99 (where it is easily accommodated on four traffic lanes). Bond Road narrows to two lanes just east of East Stockton Boulevard and, near the project site, carries 7,200 vehicles per day.

*Sheldon Road* is an east-west roadway which begins at Bruceville Road and crosses State Route 99 (via a two-lane overcrossing), Elk Grove-Florin Road, Bradshaw Road, and Excelsior Road before ending at Grant Line Road. This two-lane road carries 5,100 vehicles per day in the vicinity of the project.

*Calvine Road* is a two-lane east-west roadway which begins at State Route 99 and runs eastward to Grant Line Road. The intersection with Elk Grove-Florin Road is currently being signalized and the section between State Route 99 and Elk Grove-Florin Road is being upgraded. Reconstruction of the Calvine/Cosumnes Interchange with State Route 99 is underway and should be completed in 1995.

*Elk Grove-Florin Road* is a two-lane road throughout the study area. The section south of Bond Road is characterized by frequent driveways serving commercial development. (Daily) Traffic volumes in the study area range from about 11,200 north of Sheldon to 17,700 south of Elk Grove.

*Waterman Road* is a low volume two-lane road in the study area. Most of the roadway is unimproved (no shoulders or turning lanes). Daily traffic volumes range from 600 near Calvine Road to 4,100 near Elk Grove Boulevard.

*Bradshaw Road* is a two-lane roadway serving primarily residential development in the study area. Daily traffic volumes range from 2,100 near Grant Line Road to 7,100 near Calvine Road.

*Traffic Volumes*

Daily link volumes for the study area, based on field surveys conducted in May 1994, are shown in Figure 5.2.

*Level of Service (Roadways)*

Level of Service (LOS) is a term used to describe the quality of traffic operations on a roadway. Letters ranging from A to F denote Levels of Service, with A describing free-flowing conditions, and F describing congested conditions. The County of Sacramento has a Level of Service standard of E or better for urban roadways and LOS D or better for rural roadways (i.e., east of Bradshaw Road). This same service level standard is applied in the Sacramento County Congestion Management Plan. A description of roadway operating conditions at each service level is provided in Table 5.1.

Table 5.2 shows the existing traffic volumes and service levels on the surface streets. All the study roadways currently operate acceptably. Three roadway segments operate at LOS F; Elk Grove Boulevard from State Route 99 to east of Elk Grove-Florin Road (through historic Elk Grove), Elk Grove-Florin Road south of Elk Grove Boulevard, and the two-lane section of Bond Road near State Route 99. The remaining locations operate at LOS D or better.

*Level of Service (Intersections)*

Of the twenty-five study intersections, nine are signalized, twelve are all-way stop controlled, and four have stop signs on the minor approaches only.

Table 5.3 presents the existing service levels during the peak hours. In the a.m. peak hour, all twenty-five study intersections operate at acceptable service levels (LOS E or better). During the P.M. peak hour, twenty-three of the twenty-five intersections operate acceptably. The following two intersections operate unacceptably (LOS F):

- Elk Grove Boulevard/West Stockton Boulevard
- Sheldon Road/West Stockton Boulevard

*Level of Service (Freeways/Ramps)*

Table 5.4 shows the service levels on State Route 99 and its access ramps. State Route 99 operates at LOS B south of Elk Grove Boulevard, LOS C between Elk Grove Boulevard and Bond Road, and LOS D north of Bond Road. CalTrans has a goal of providing LOS D or better on State Route 99 within the study area.

None of the freeway ramps in this area carry traffic volumes that approach their practical capacity. However, many of the ramps are "hook" type, with design speeds of less than 30 mph. According to the Highway Capacity Manual, a ramp with a design speed of less than 30 mph cannot provide a LOS better than D.

Although the southbound off-ramp at Elk Grove Boulevard operates acceptably (at LOS D), the intersection at Elk Grove Boulevard experiences severe congestion which results in long queues on the off-ramp during the evening hours.

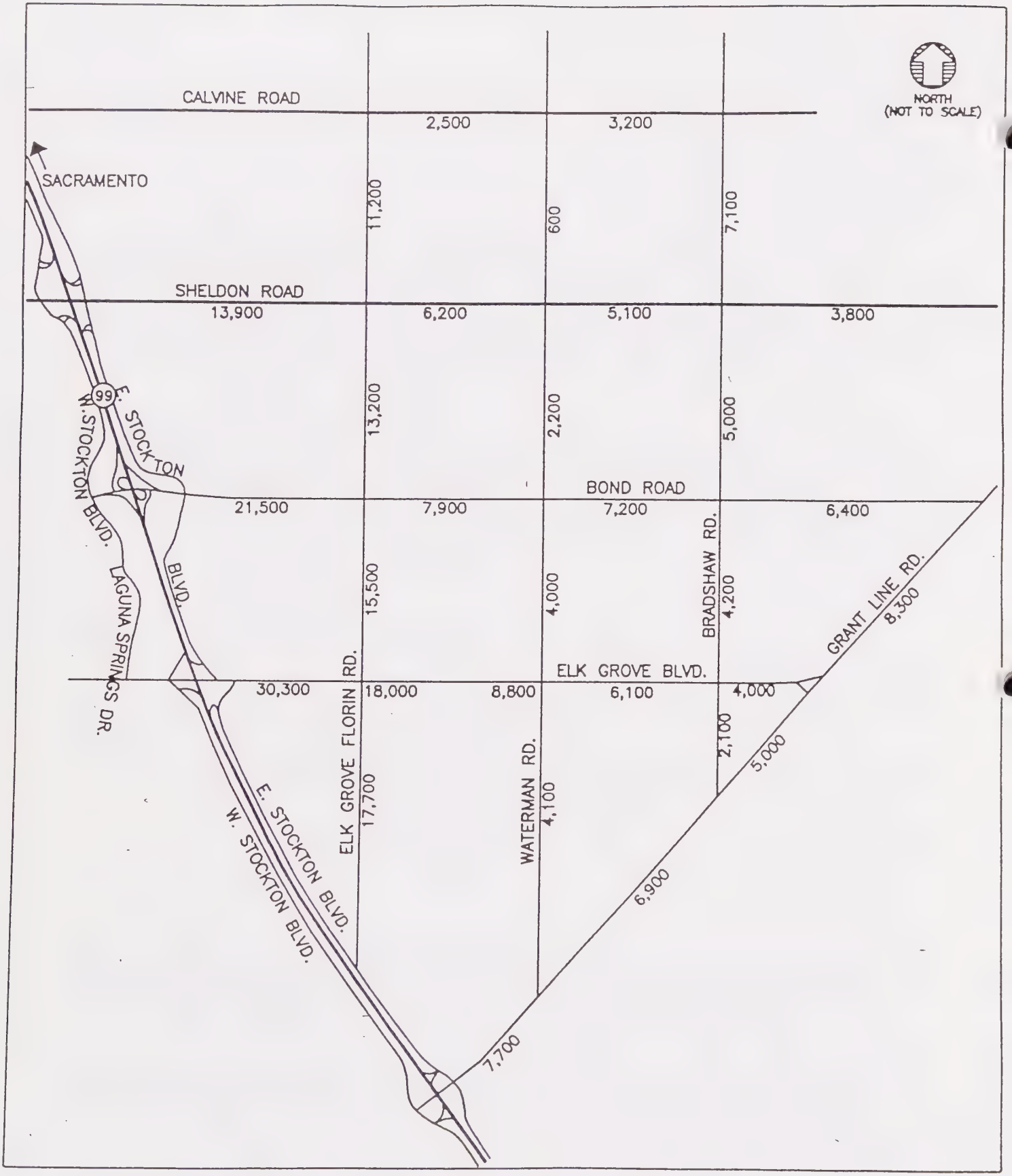



Figure 5.2
Daily Traffic Volumes
Existing Conditions

TABLE 5.1

LEVEL OF SERVICE DEFINITIONS

| | |
|---|---|
| Level of Service A | Conditions of free flow; speed is controlled by driver's desires, speed limits, or physical roadway conditions. |
| Level of Service B | Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles. |
| Level of Service C | Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections. |
| Level of Service D | Conditions approach unstable flow; tolerable speeds can be maintained, but temporary restrictions may cause extensive delays; little freedom to maneuver, comfort and convenience low; at intersection, some motorists, especially those making left turns, may wait through one or more signal changes. |
| Level of Service E | Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited. |
| Level of Service F | Forced flow conditions; stoppages for long periods; low operating speeds. |

TABLE 5.2

ARTERIAL LEVEL OF SERVICE, EXISTING CONDITIONS

| Roadway | No. of Lanes | Access Control[2] | Volume | LOS |
|---|---|---|---|---|
| **Calvine Road** | | | | |
| Elk Grove-Florin Road to Waterman Road | 2 | M | 2,500 | A |
| Waterman Road to Bradshaw Road | 2 | M | 3,200 | A |
| **Sheldon Road** | | | | |
| State Route 99 to Elk Grove-Florin Road | 2 | M | 13,900 | C |
| Elk Grove-Florin Road to Waterman Road | 2 | M | 6,200 | A |
| Waterman Road to Bradshaw Road | 2 | M | 5,100 | A |
| Bradshaw Road to Grant Line Road | 2 | M | 3,800 | A |
| **Bond Road** | | | | |
| Highway 99 to Elk Grove-Florin Road | 2 | M | 21,500 | F |
| Elk Grove-Florin Road to Waterman Road | 2 | M | 7,900 | A |
| Waterman Road to Bradshaw Road | 2 | M | 7,200 | A |
| Bradshaw Road to Grant Line Road | 2 | M | 6,400 | A |
| **Elk Grove Boulevard** | | | | |
| Highway 99 to Elk Grove-Florin Road | 4 | L | 30,300 | F |
| Elk Grove-Florin Road to Waterman Road[4] | 2 | L | 18,000 to 8,800 | F to A |
| Waterman Road to Bradshaw Road | 2 | M | 6,100 | A |
| Bradshaw Road to Grant Line Road | 2 | M | 4,000 | A |
| **Elk Grove-Florin Road** | | | | |
| Calvine Road to Sheldon Road | 2 | M | 11,300 | B |
| Sheldon Road to Bond Road | 2 | M | 13,200 | C |
| Bond Road to Elk Grove Blvd. | 2 | L | 15,500 | D |
| Elk Grove Blvd. to East Stockton Blvd. | 2 | L | 17,700 | F |
| **Waterman Road** | | | | |
| Calvine Road to Sheldon Road | 2 | M | 600 | A |
| Sheldon Road to Bond Road | 2 | M | 2,200 | A |
| Bond Road to Elk Grove Blvd. | 2 | M | 4,000 | A |
| Elk Grove Blvd. to Grant Line Road | 2 | M | 4,100 | A |
| **Bradshaw Road** | | | | |
| Calvine Road to Sheldon Road | 2 | M | 7,100 | A |
| Sheldon Road to Bond Road | 2 | M | 5,000 | A |
| Bond Road to Elk Grove Blvd. | 2 | M | 4,200 | A |
| Elk Grove Blvd. to Grant Line Road | 2 | M | 2,100 | A |
| **Grant Line Road** | | | | |
| Highway 99 to Waterman Road | 2 | M | 7,700 | A |
| Waterman Road to Bradshaw Road | 2 | M | 6,900 | A |
| Bradshaw Road to Elk Grove Blvd. | 2 | M | 5,000 | A |
| Elk Grove Blvd. to Bond Road | 2 | M | 8,300 | A |

[1] Near Elk Grove Boulevard
[2] L = low access control, M = moderate access control, H = high access control (expressway)
[3] Near State Route 99
[4] Highest value on west side of segment (near Elk Grove-Florin Road) and lowest value on east side (near Waterman Road).

TABLE 5.3

INTERSECTION LEVEL OF SERVICE
EXISTING CONDITIONS

| | | EXISTING | | | |
|---|---|---|---|---|---|
| | | AM PEAK | | PM PEAK | |
| INTERSECTION | CONTROL | V/C | LOS | V/C | LOS |
| Calvine Road/Waterman Road | Stop[1] | N/A | A | N/A | A |
| Calvine Road/Bradshaw Road | 4-way | N/A | C | N/A | C |
| Sheldon Road/West Stockton Blvd. | 4-way | N/A | C | N/A | F |
| Sheldon Road/East Stockton Blvd. | 4-way | N/A | D | N/A | D |
| Sheldon Road/Elk Grove-Florin Road | Signal | 0.47 | A | 0.45 | A |
| Sheldon Road/Waterman Road | 4-way | N/A | B | N/A | B |
| Sheldon Road/Bradshaw Road | 4-way | N/A | C | N/A | C |
| Bond Road/West Stockton Blvd. | Signal | 0.30 | A | 0.45 | A |
| Bond Road/SB Ramp | Signal | 0.41 | A | 0.68 | B |
| Bond Road/NB Ramp | Signal | 0.34 | A | 0.45 | A |
| Bond Road/East Stockton Blvd. | Signal | 0.77 | C | 0.99 | E |
| Bond Road/Elk Grove-Florin Road | Signal | 0.61 | B | 0.61 | B |
| Bond Road/Waterman Road | 4-way | N/A | C | N/A | B |
| Bond Road/Bradshaw Road | 4-way | N/A | B | N/A | B |
| Bond Road/Grant Line Road | Stop[1] | N/A | D | N/A | D |
| Elk Grove Blvd./West Stockton Blvd. | Signal | 0.92 | E | 1.08 | F |
| Elk Grove Blvd./East Stockton Blvd. | Signal | 0.34 | A | 0.50 | A |
| Elk Grove Blvd./Elk Grove-Florin Road | Signal | 0.62 | B | 0.85 | D |
| Elk Grove Blvd./Waterman Road | 4-way | N/A | B | N/A | B |
| Elk Grove Blvd./Bradshaw Road | 4-way | N/A | A | N/A | B |
| Elk Grove Blvd./Grant Line Road | 3-way | N/A | B | N/A | C |
| Grant Line Road/Bradshaw Road | Stop[1] | N/A | A | N/A | A |
| Grant Line Road/Waterman Road | Stop[1] | N/A | A | N/A | A |
| Grant Line Road/East Stockton Blvd. | 4-way | N/A | D | N/A | C |
| Grant Line Road/West Stockton Blvd. | 2-way | N/A | B | N/A | D |

[1] Stop controlled on minor approach.

TABLE 5.4

FREEWAY/RAMP LEVEL OF SERVICE
EXISTING CONDITIONS

| STATE ROUTE 99 MAINLINE | NO. OF LANES | VOLUME | LOS |
|---|---|---|---|
| South of Grant Line Road | 4 | 40,500 | B |
| Grant Line Road to Elk Grove Boulevard | 4 | 38,000 | B |
| Elk Grove Boulevard to Bond Road | 4 | 46,000 | C |
| Bond Road to Sheldon Road | 4 | 62,000 | D |
| North of Sheldon Road | 4 | 67,000 | D |
| **STATE ROUTE 99 RAMPS*** | | | |
| Grant Line Road, NB off | 1 | 3,800 | D |
| Grant Line Road, NB on | 1 | 1,000 | D |
| Grant Line Road, SB off | 1 | 900 | D |
| Grant Line Road, SB on | 1 | 3,300 | D |
| Elk Grove Boulevard, NB off | 1 | 1,500 | D |
| Elk Grove Boulevard, NB on | 1 | 9,000 | D |
| Elk Grove Boulevard, SB off | 1 | 8,300 | D |
| Elk Grove Boulevard, SB on | 1 | 1,500 | D |
| Bond Road, NB off | 1 | 800 | B |
| Bond Road, NB on (from WB Bond Road) | 1 | 3,700 | B |
| Bond Road, NB on (from EB Bond Road) | 1 | 3,300 | D |
| Bond Road, SB off | 2 | 7,400 | B |
| Bond Road, SB on (from WB Bond Road) | 1 | 1,200 | D |
| Bond Road, SB on (from EB Bond Road) | 1 | 500 | B |
| Sheldon Road, NB off | 1 | 1,600 | D |
| Sheldon Road, NB on | 1 | 5,200 | D |
| Sheldon Road, SB off | 1 | 5,500 | D |
| Sheldon Road, SB on | 1 | 1,300 | D |

* Design speed limits the achievable service level in all cases.

### 5.2.2. BICYCLE/PEDESTRIAN

The study streets have few accommodations for pedestrians and bicyclists. Continuous sidewalks are provided along some sections of Elk Grove Boulevard and Elk Grove-Florin Road within Elk Grove, but are not provided on any other arterial streets except if they have been constructed as part of a recent development.

Class II bicycle lanes (i.e., striped on the roadway shoulder) exist on Elk Grove-Florin Road (between Grant Line Road and Elk Grove Boulevard) and on Elk Grove Boulevard (between State Route 99 and Elk Grove-Florin Road). No other study street has bicycle lanes.

The Laguna Creek Trail, which provides facilities for pedestrians, cyclists and equestrians, currently terminates at Waterman Road south of Bond Road (immediately to the west of the site). The planned extension of this trail passes through the northwest corner of the project. To the south of the site and Grant Line Road, the Cosumnes River Trail provides similar facilities, with the potential for a connection.

### 5.2.3. TRANSIT

Three Regional Transit bus lines serve the Elk Grove area (#5, #56, and #60) between the hours of 6 a.m. and 7 p.m. All three routes stop at Elk Grove Boulevard/Emerald Oaks Drive and Elk Grove Boulevard/Third Avenue. Routes 5 and 56 run at one-hour intervals between Elk Grove and Downtown Sacramento, with an intermediate stop at Kaiser Hospital. Route 59 provides peak period express service (6-8 a.m. and 4-6 p.m.) to Downtown Sacramento.

## 5.3. SERVICE STANDARDS

### 5.3.1. ROADWAYS

The following two County General Plan Policies (CI-22 and CI-23) were used to determine which off-site roadways need improvements, both with and without the project:

*CI-22: Sacramento County shall apply the following Level of Service (LOS) standards for planning roads in unincorporated areas:*

1. *Rural Collectors: LOS D*
2. *Urban Area Roads: LOS E*

and may proceed with capacity projects within the scope of the adopted Transportation Plan when the Board of Supervisors has determined that the implementation of all feasible measures which will reduce travel demand in the affected corridor will not provide the target level of service.

*CI-23: New development which results in levels of service which are worse than those standards in the CI-22 or the 1993 LOS, whichever is worse, shall not be approved unless traffic impacts are mitigated. Such mitigation may be in the form of:*

1. *Capacity improvements to either the roadway system, the transit system, or both, or demand reduction measures included in the project design, or operation, or both.*

All of the study roadways either are, or will be, arterial roadways within the buildout period of the Plan area. Therefore, Level of Service E is considered the minimum acceptable performance for all study roadways and intersections. A description of a motorist's experience at a given service level is provided in Table 5.1.

CalTrans has a goal of providing LOS D or better on State Route 99 within the study area. Therefore, all study ramps and freeway sections were considered to operate acceptably if they were at LOS D or better.

Internal roadways (non-arterials) were sized according to the specifications in the County of Sacramento Improvement Standards. These standards show the roadway cross-section as a function of expected traffic levels and adjacent land uses. According to the County's guidelines, residential streets should be sized as follows to minimize impacts to adjacent residential development:

- Less than 1,000 daily trips = 40-Foot Right-of-Way
- 1,000 to 4,000 daily trips = 50-Foot Right-of-Way
- More than 4,000 daily trips = 60-Foot Right-of-Way

### 5.3.2. BICYCLE/PEDESTRIAN

The bicycle element of the Specific Plan is intended to conform to the guidelines of the "2010 Sacramento City/County Bikeway Master Plan". This Master Plan includes design standards (widths, surfaces, etc.) and a description of facilities in the Elk Grove area. Figure 5.3 shows the facilities identified in the Master Plan for the Elk Grove area.

### 5.3.3. TRANSIT

Sacramento Regional Transit has recently adopted a Transit Master Plan for the Sacramento region. This Master Plan identifies transit corridors and station locations for the next twenty years. Sacramento County has adopted similar standards in the General Plan. The two plans differ slightly in the Elk Grove area. Specifically, the County General Plan identifies two transit corridors not shown in RT's Master Plan: 1) Elk Grove Boulevard from Elk Grove-Florin to Bradshaw, and 2) Bradshaw Road from Elk Grove Boulevard to Bond Road, while it does not include one section in RT's Master Plan: Bond Road from State Route 99 to Bradshaw.

The transit facilities in this Specific Plan are designed to coordinate with, and maximize the potential of, those corridors and stations identified by Regional Transit and Sacramento County. Figure 5.4 shows the transit corridors and stations in the study area as shown in both the County General Plan and the RT Master Plan.

The RT Guidelines call for bus stops at one-quarter mile intervals in suburban settings, and they recommend turnouts when traffic volumes, traffic speeds, and service frequency warrant them. Both the RT Design Guidelines and County Improvement Standards recommend locating stops at the far side of an intersection.

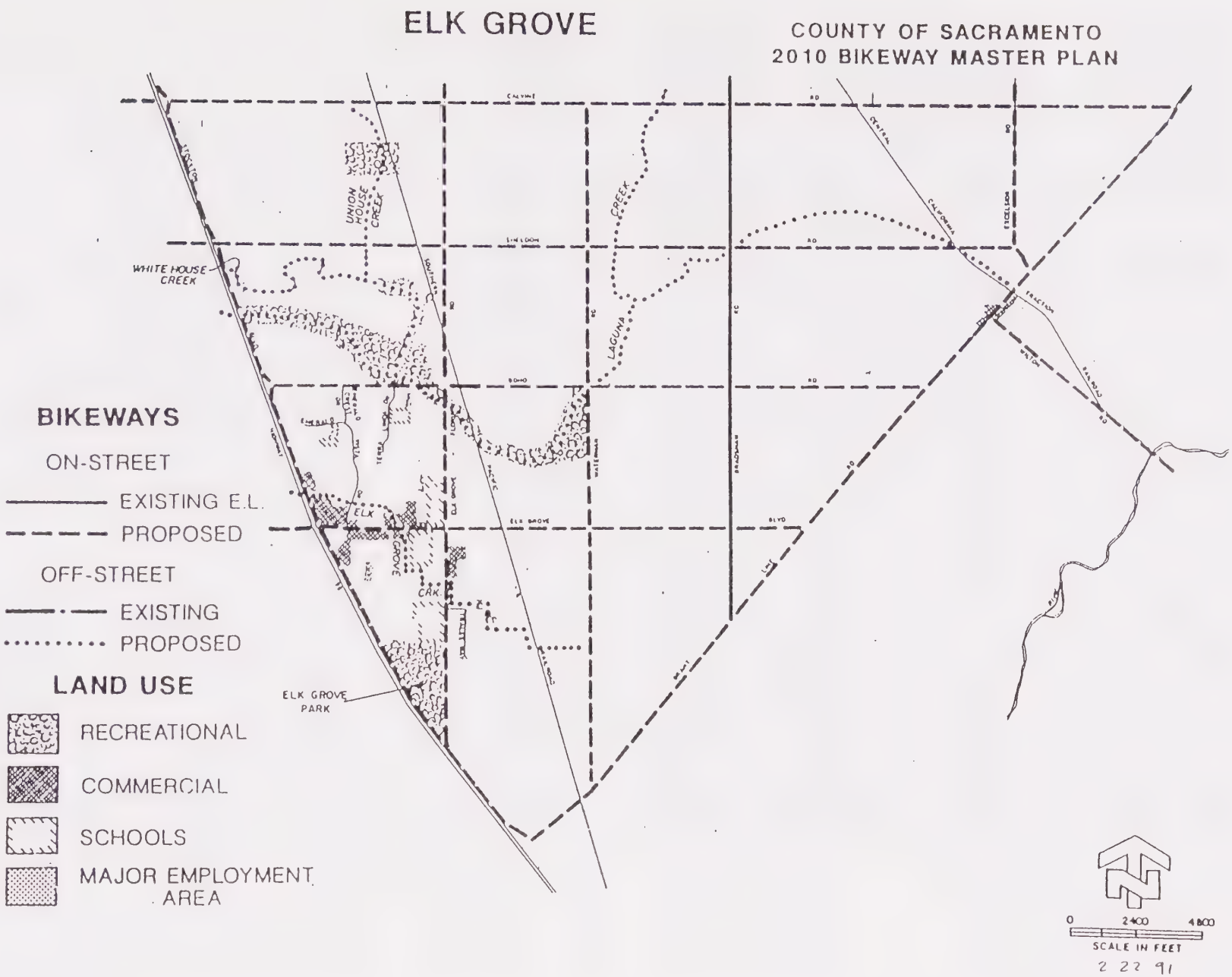



Figure 5.3
City/County Bikeway Master Plan

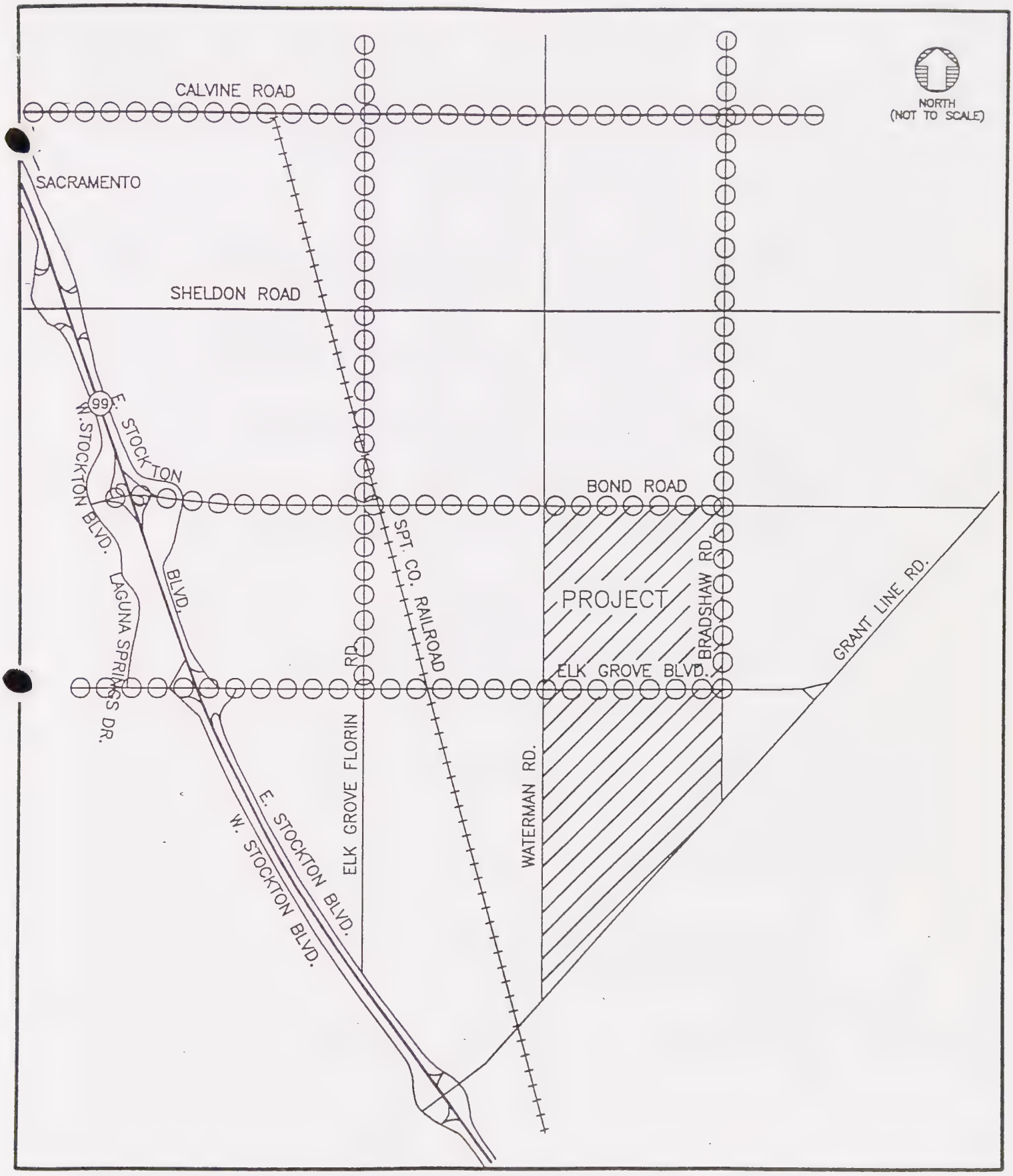



Figure 5.4
Transit Corridors

## 5.4. DEVELOPMENT IMPACTS/IMPROVEMENTS (ON-SITE)

### 5.4.1. ROADWAYS

The roadway system is designed to meet two criteria: service levels for motorists and environmental compatibility for residents. All of the internal roadways have sufficient capacity to accommodate the expected traffic volumes.

Figure 5.5 shows the primary internal circulation system for the project. The four roadways (Waterman/Bradshaw/Bond/Grant Line) which surround the project are major roadways that serve to move people in and out of the community.

With the exception of Grant Line Road, these roads are four-lane arterials with a median (which serves as a turn pocket at intersections), bike lanes, and a landscape corridor which includes a meandering sidewalk (Figure 5.6). Grant Line Road differs only in that it is a six-lane roadway, which is defined as a "thoroughfare" according to County standards. Waterman Road will be realigned in the future to intersect Grant Line Road at or near a 90° angle.

Elk Grove Boulevard is planned as a two-lane collector with a median (which serves as a turning lane at intersections), bike lanes, and a landscape area which includes a meandering sidewalk. The cross-section for Elk Grove Boulevard (Figure 5.7) is consistent with the County's standard collector section, except that the sidewalks are set back from the curb in a landscaping area.

Although Elk Grove Boulevard is shown as an arterial (four lanes) on the General Plan Transportation Diagram, the section of Elk Grove Boulevard between Waterman Road and the railroad tracks is currently two lanes. If this section remains as a two-lane facility, then there is no reason to develop a four-lane section to the east (i.e., there is no need to create more capacity upstream than exists downstream). Furthermore, the expected traffic levels on Elk Grove Boulevard within the study boundaries are about 12,000 vehicles per day, which can be accommodated on a two-lane road with turn pockets and limited access.

The plan to construct Elk Grove Boulevard as a two-lane collector (with turn lanes) requires a General Plan Amendment, as this roadway is defined as an arterial in the General Plan.

There are only four street/drainage corridor crossings shown on Figure 5.5. No additional crossings are planned. This is consistent with General Plan Policy SA-18:

*SA-18*

*"Watercourse crossings shall be minimized. Creation of lots that require watercourse crossings for single lots, or that will likely encourage watercourse crossings to be built by property owners (lots with usable area on both sides of a watercourse) will not be allowed".*

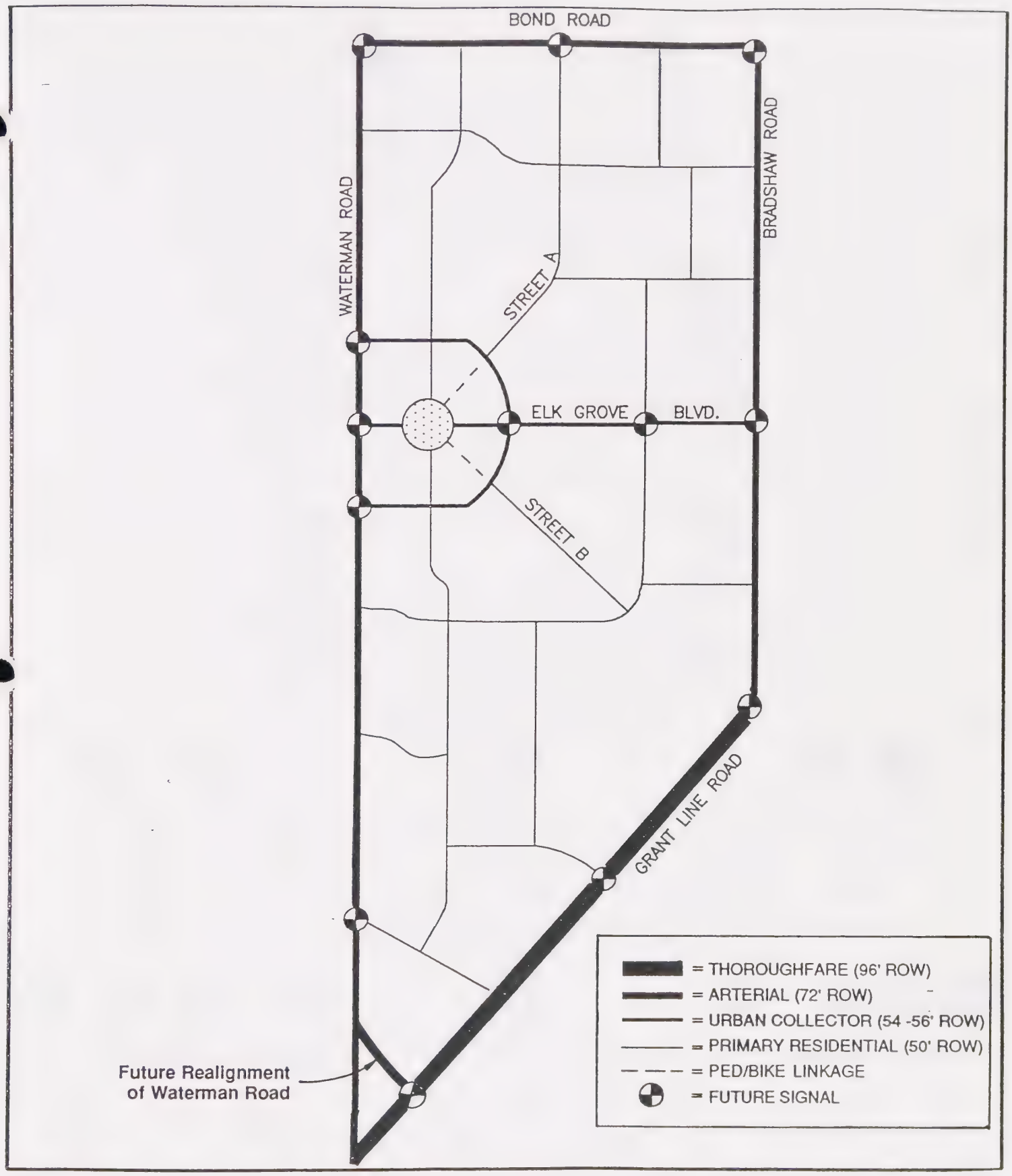
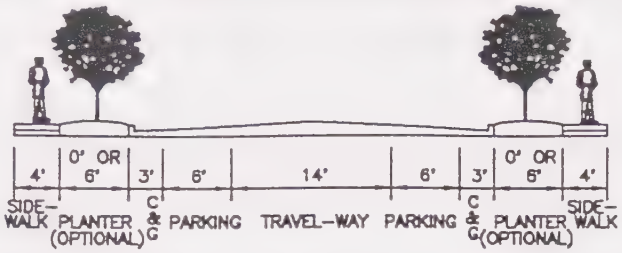
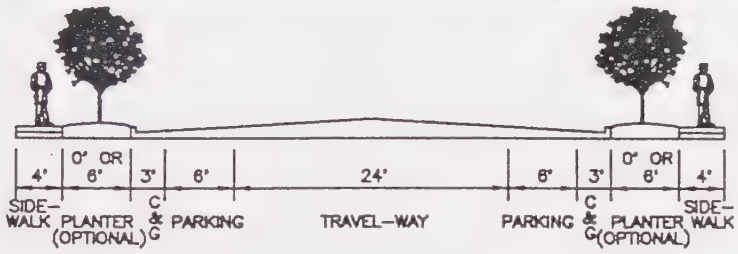


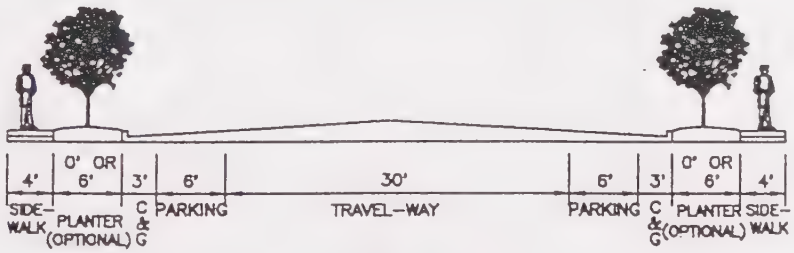

Figure 5.5
Internal Roadway System



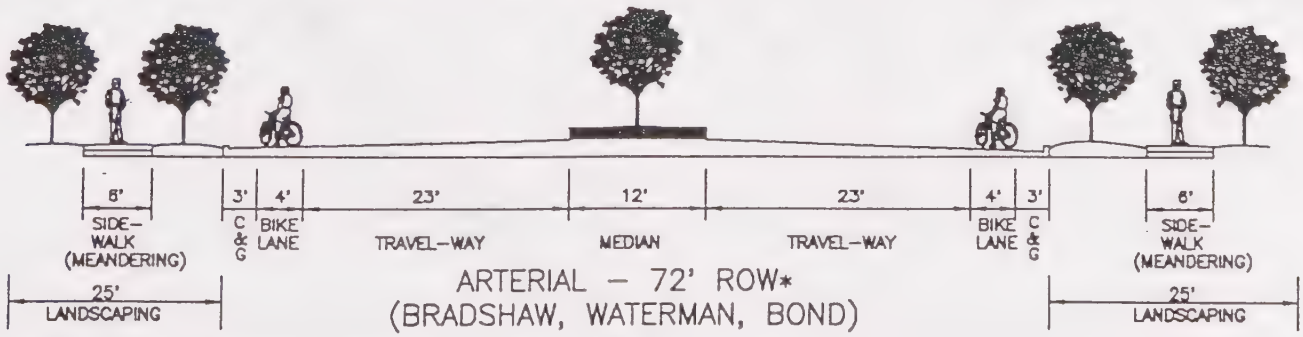

MINOR RESIDENTIAL – 40' ROW (52' WITH PLANTER)
(LESS THAN 1,000 ADT)



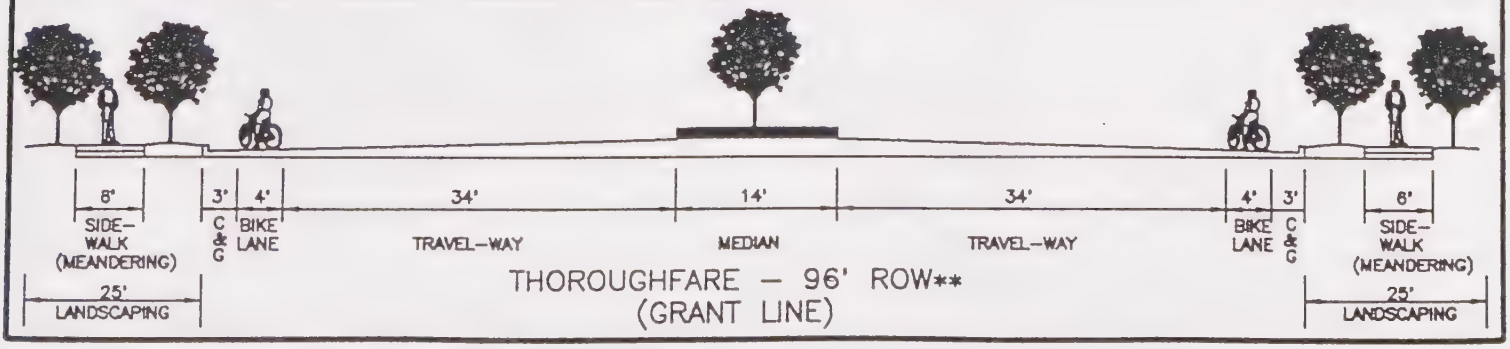

PRIMARY RESIDENTIAL – 50' ROW (62' WITH PLANTER)
(1,000 – 4,000 ADT)




COLLECTOR – 56' ROW (68' WITH PLANTER)
(4,000+ ADT)



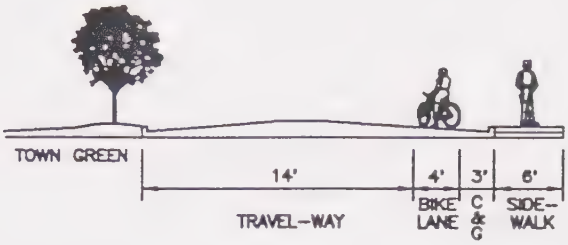

ARTERIAL – 72' ROW*
(BRADSHAW, WATERMAN, BOND)



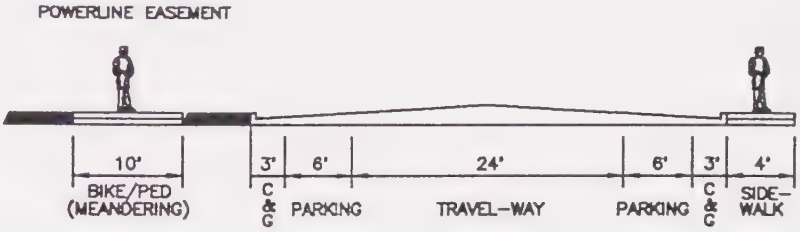

THOROUGHFARE – 96' ROW**
(GRANT LINE)

* SAME AS COUNTY STANDARD 84' ROW, EXCEPT SIDEWALKS ARE DETACHED
** SAME AS COUNTY STANDARD 108' ROW, EXCEPT SIDWALKS ARE DETACHED

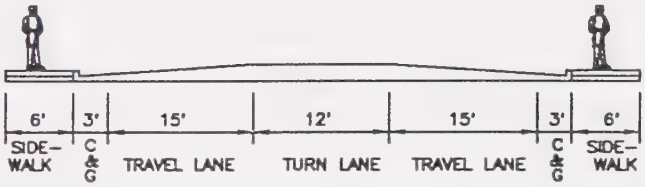
Figure 5.6
Standard Cross-Sections



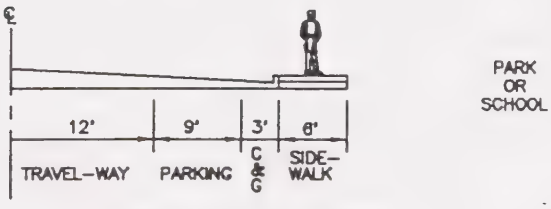

TOWN GREEN CIRCLE (ONE WAY)



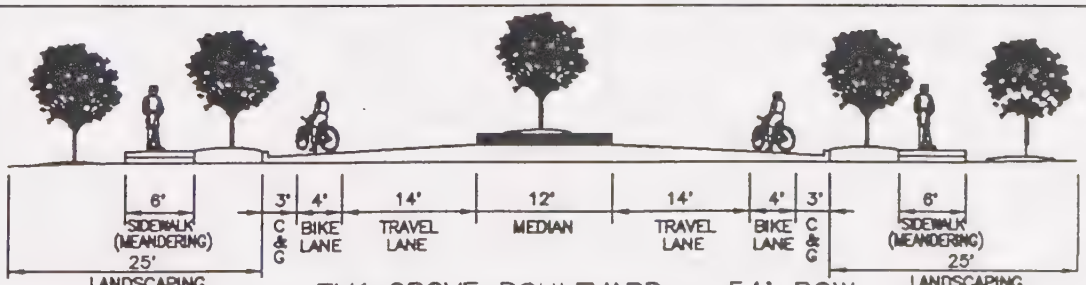

PRIMARY RESIDENTIAL ALONG POWERLINES – 46' ROW




COMMERCIAL – 60' ROW




HALF SECTION ADJACENT TO SCHOOLS AND PARKS




ELK GROVE BOULEVARD – 54' ROW

Figure 5.7
Special Cross-Sections

Figure 5.8 shows a special traffic feature on Elk Grove Boulevard, approximately 800 feet east of Waterman Road. This feature provides a visual "entry-way" to the community, and it acts to discourage through travel on Elk Grove Boulevard. This feature is a one-way couplet; in effect, a widening of the median. The roadway cross-section (Figure 5.7) provides for a single travel lane and a bike lane in each direction. The roadway curve radii are designed to meet Sacramento County "collector" design criteria.

The majority of the minor roadways shown on Figure 5.5 are "primary residential" streets (50-foot right-of-way) except for the semi-circular roadway on the west side of the project which is a collector roadway (56-foot right-of-way).

Additional roadways will be needed to serve the individual developments within the project. Most of these roadways will be minor residential streets (40-foot right-of-way), which provides for sidewalks and parking. The planting area between the curb and sidewalk is shown as optional to allow individual builders the flexibility to incorporate this feature into their projects.

Roadways will be dedicated to the County of Sacramento as public right-of-way. Along certain streets, right-of-way for landscape corridors may be granted to the Community Services District.

Within the landscape corridors, the Elk Grove Community Services District will maintain the soundwalls, landscaping, irrigation systems, and detached sidewalks.

Figure 5.9 shows the project-generated daily traffic volumes on the internal roadway network. Elk Grove Boulevard will carry approximately 4,000 project trips near Bradshaw Road and 8,000 project trips per day near Waterman Road. All of the remaining internal roadways will carry less than 5,000 vehicles per day. All internal roadways are two lanes (with turn lanes on some facilities).

Figure 5.5 shows the location of all on-site intersections which may require signalization. The intersections are spaced (one-quarter mile minimum) to allow for signalization, and in most cases they will require a signal. The Financing Plan should provide for signals at these locations, but the actual implementation should not occur until they are warranted. In some cases, a signal may never be warranted, but this determination can only be made through monitoring of the actual conditions that develop.

The Transportation Division of the Public Works Agency, in reviewing overall transportation issues, has indicated that a realignment of Waterman Road near Grant Line Road will occur at some point in the future. The realignment, shown on Figure 5.5, will be required due to increased traffic on Grant Line Road, and future improvements to the Grant Line Road/Southern Pacific Railroad Line just west of the Specific Plan area.

# Elk Grove Boulevard / Town Green Geometrics

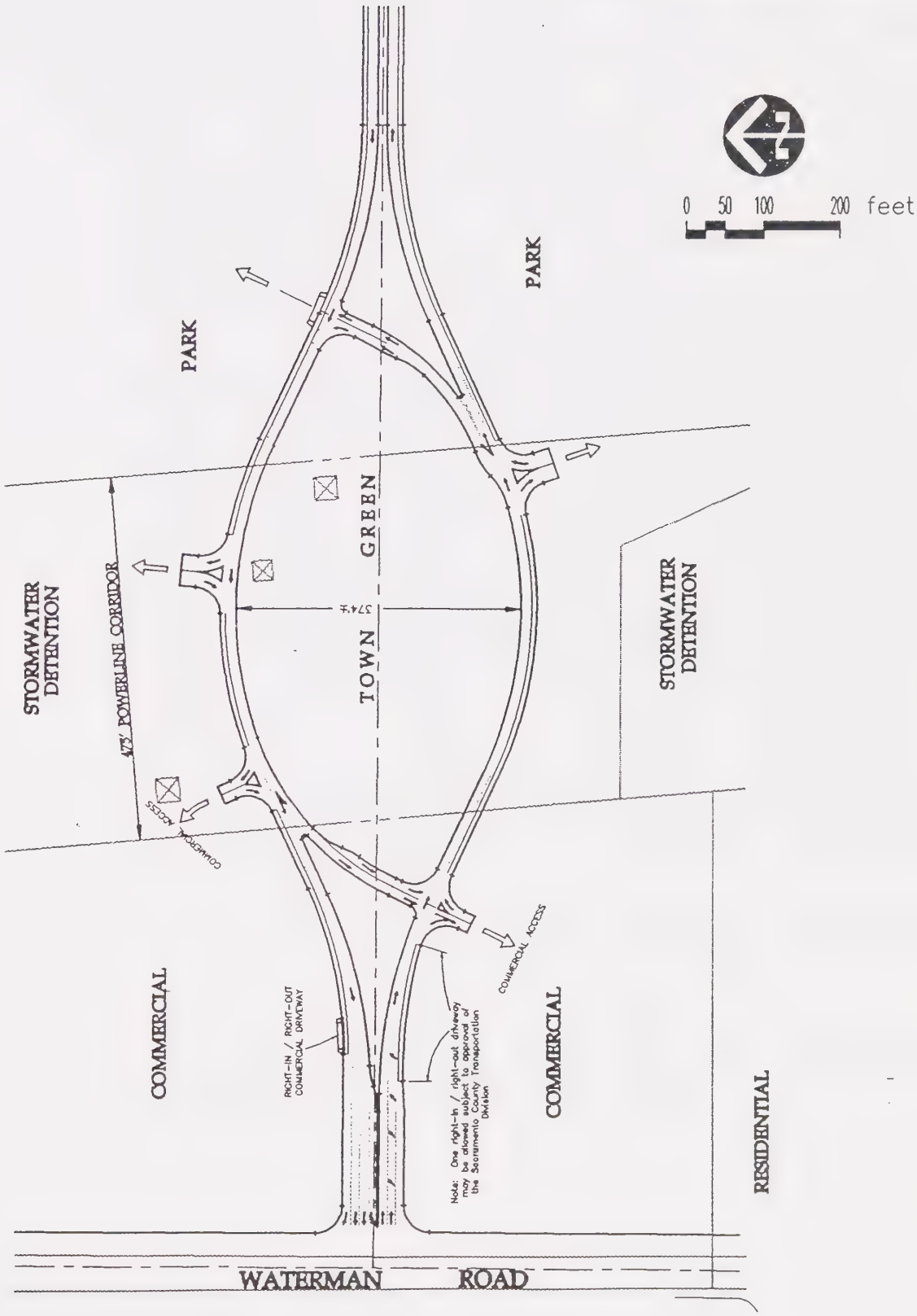



Figure 5.8
Elk Grove Boulevard - Town Green Couplet

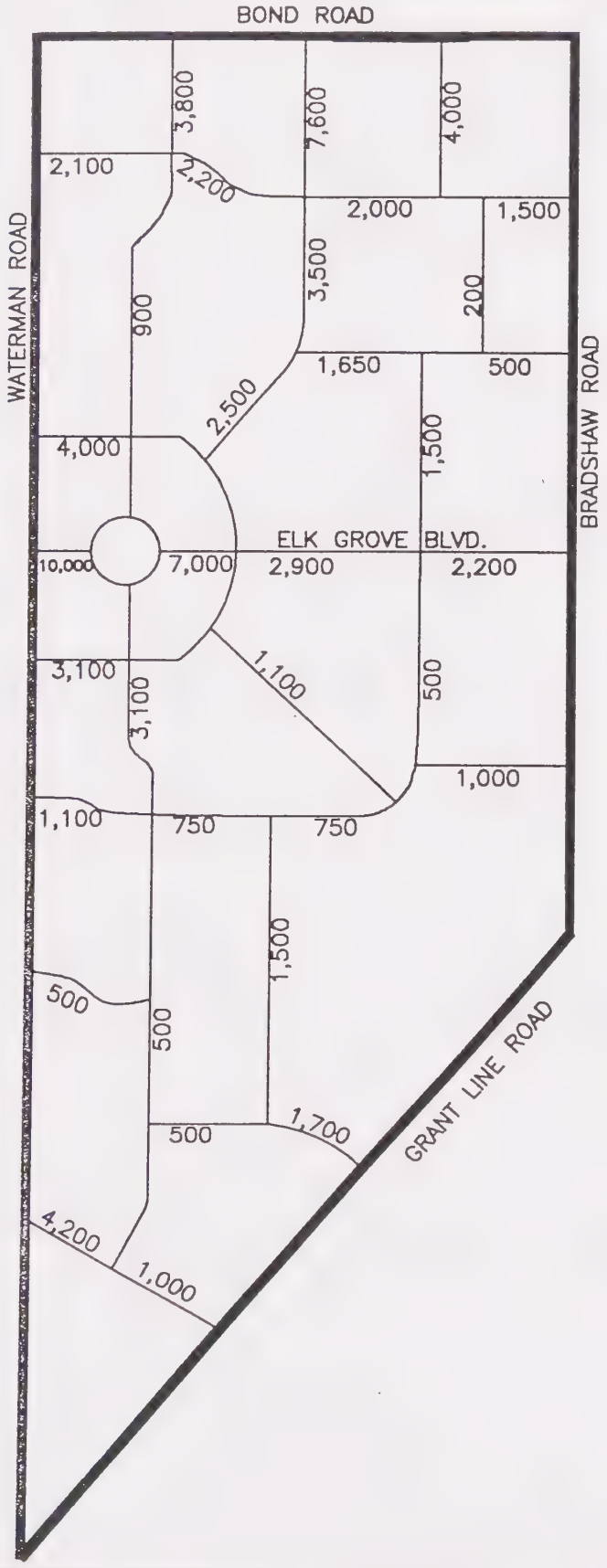



Figure 5.9
Daily Project Volumes

### 5.4.2. BICYCLE/PEDESTRIAN

The bicycle and pedestrian components of the Plan address County General Plan Policy AQ-25.

*AQ-25*

*"Require that new development be designed to promote pedestrian and bicycle access and circulation."*

In addition, bicycle facilities are provided at all locations (Elk Grove Boulevard, Bond Road, Waterman Road, Grant Line Road, Bradshaw Road) identified in the 2010 City/County Bikeway Master Plan.

All project roadways will have sidewalks on both sides of the street. The sidewalk widths are consistent with County standards. (See Figures 5.6 and 5.7.) Wider sidewalks are provided near schools and parks to increase safety. In addition, the sidewalks in these areas are physically separated from the curb by a planting strip.

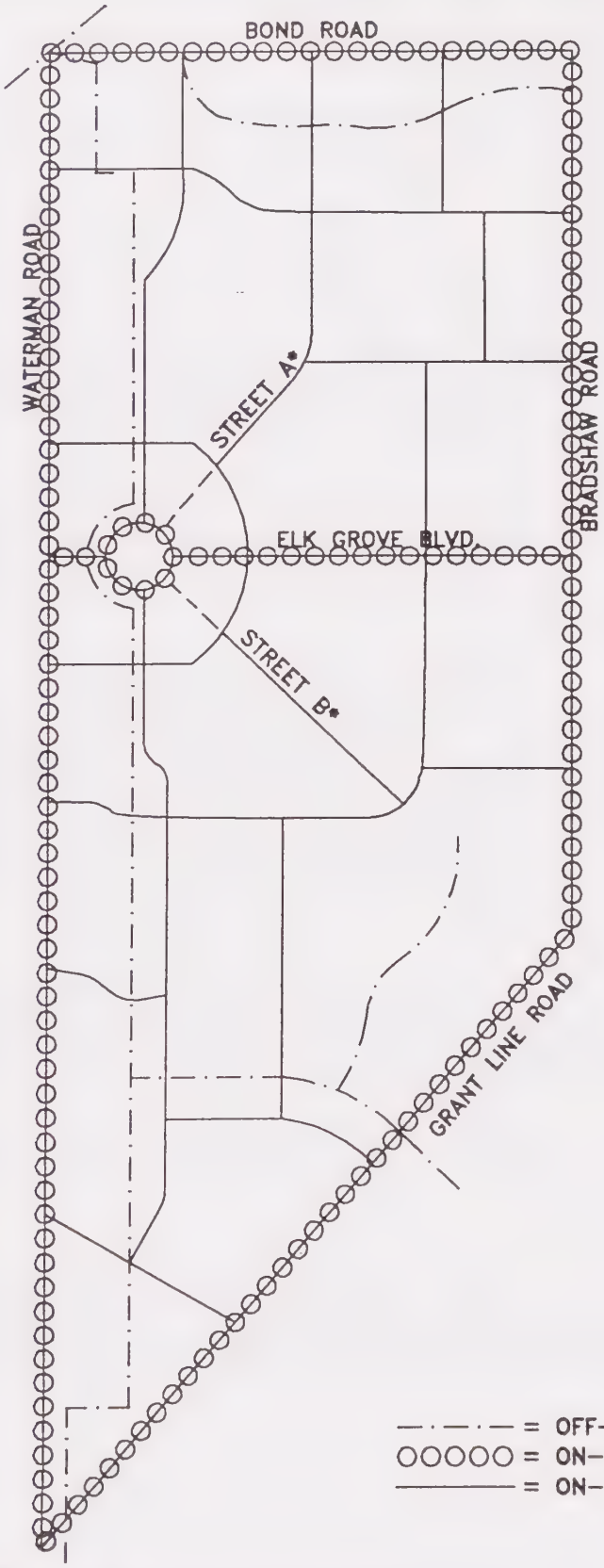
Streets A and B will include a 6-foot planting strip between the back-of-curb and the sidewalk. This feature will provide both an aesthetics enhancement and benefits to the pedestrian (shade and physical separation from moving traffic). Landscaping in the planter strip will be of a consistent design and will include trees. A root barrier will be provided to protect the curb and sidewalk. Street trees should not be planted within the following distances of an intersection: 40 feet for minor residential streets, 55 feet for collector streets, and 100 feet for arterial roadways.

Additional pedestrian/bicycle facilities are provided to link residential areas with the commercial areas on Elk Grove Boulevard and Bond Road and to the regional park (Figure 5.9). These "direct" linkages facilitate walking and biking as they minimize travel distances.

The non-vehicular provisions *described herein* are consistent with General Plan Policy LU-13:

*LU-13*

*"Community Plans, Specific Plans, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the Plan or Project Area."*




— · — · — = OFF-STREET TRAIL (CLASS I)
OOOOO = ON-STREET LANE (CLASS II)
——— = ON-STREET ROUTE (CLASS III)

* A 6' PARKING LANE IS PROVIDED THROUGHOUT, BUT PARKING WILL ONLY BE NEEDED IN LIMITED LOCATIONS (MORE HOMES FRONT STREET). THEREFORE, PARKING LANE SHOULD BE AVAILABLE FOR CYCLISTS.

Figure 5.10
Bikeway Plan

# Conceptual Street Patterns of Tentative Maps Submitted Concurrently With the Specific Plan

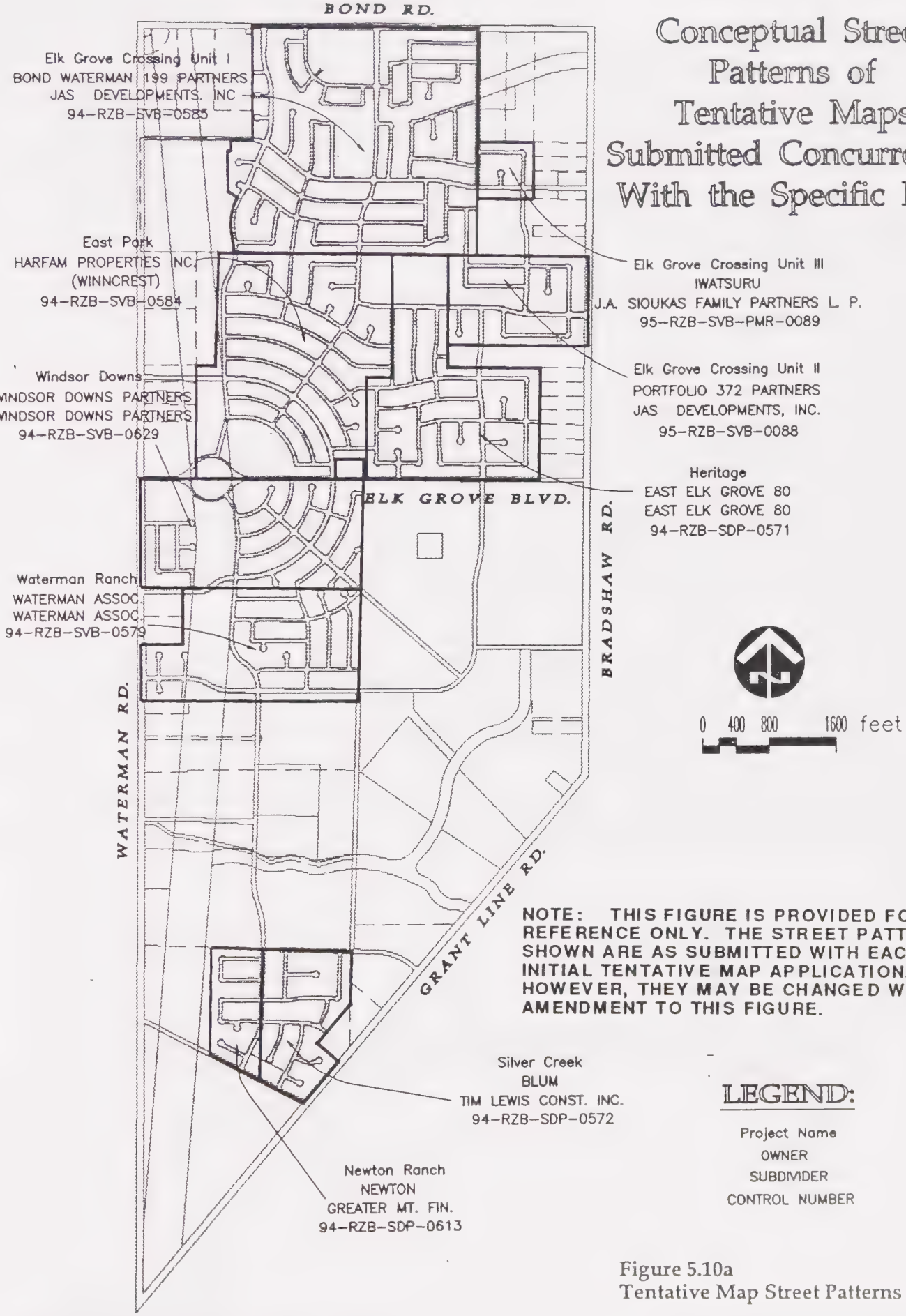



Figure 5.10a
Tentative Map Street Patterns

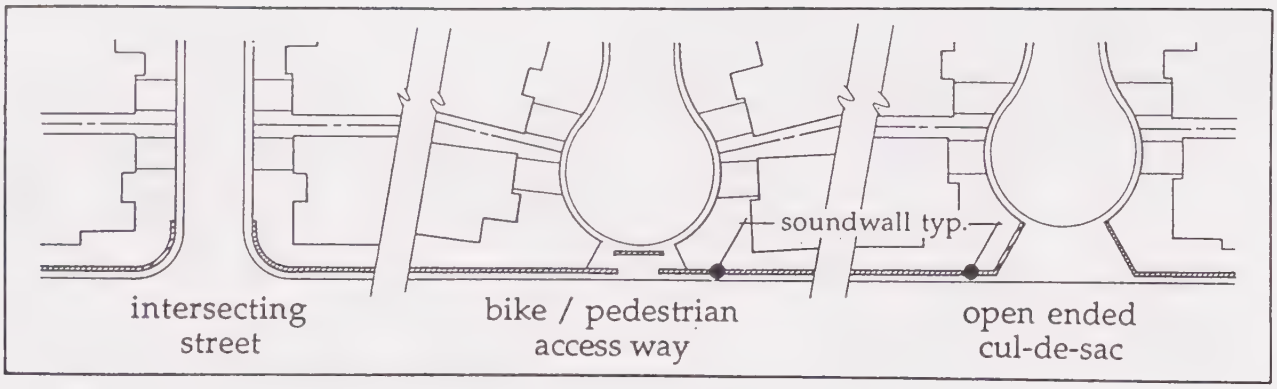



**Figure 5.10b**
**Soundwall Break Alternatives**

Figure 5.10 shows the location of all on-site bicycle facilities. All of the roadways adjacent to the project (Bond, Waterman, Grant Line, and Bradshaw) and Elk Grove Boulevard will include both an on-street bicycle lane and a meandering sidewalk within a 25-foot landscape corridor. The landscape corridor will also include a soundwall for the benefit of neighboring properties. The meandering sidewalk will have a minimum radius of 150 feet, consistent with Sacramento County Standards. All of these streets will also include a landscaped median which becomes a left-turn pocket at intersections.

In order to mitigate the anticipated traffic noise impacts, soundwalls are proposed along all arterial roadways and on Elk Grove Boulevard. Figure 5.10a shows the street patterns of all the Tentative Maps being processed concurrently with the Specific Plan. It will be necessary to break the soundwalls for both pedestrian/bicycle and vehicular access purposes. Figure 5.10b identifies three methods by which the breaks may occur; others may be possible as well.

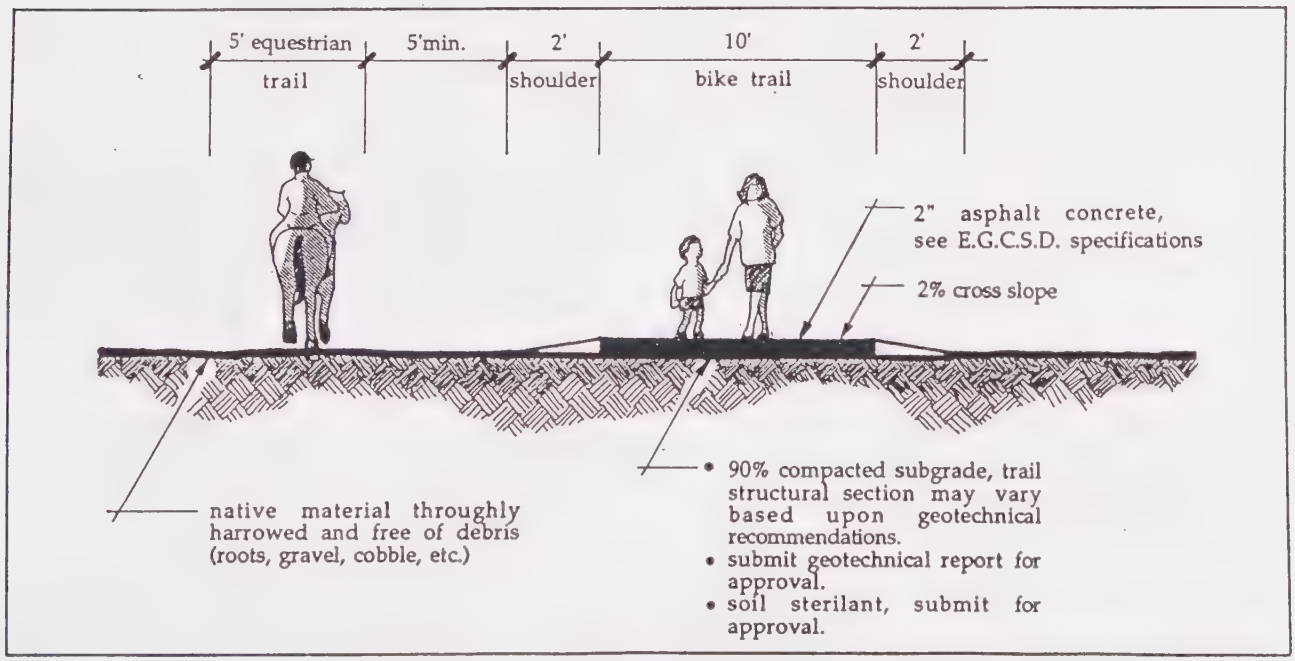



**Figure 5.11**
**Trails Cross-Section**

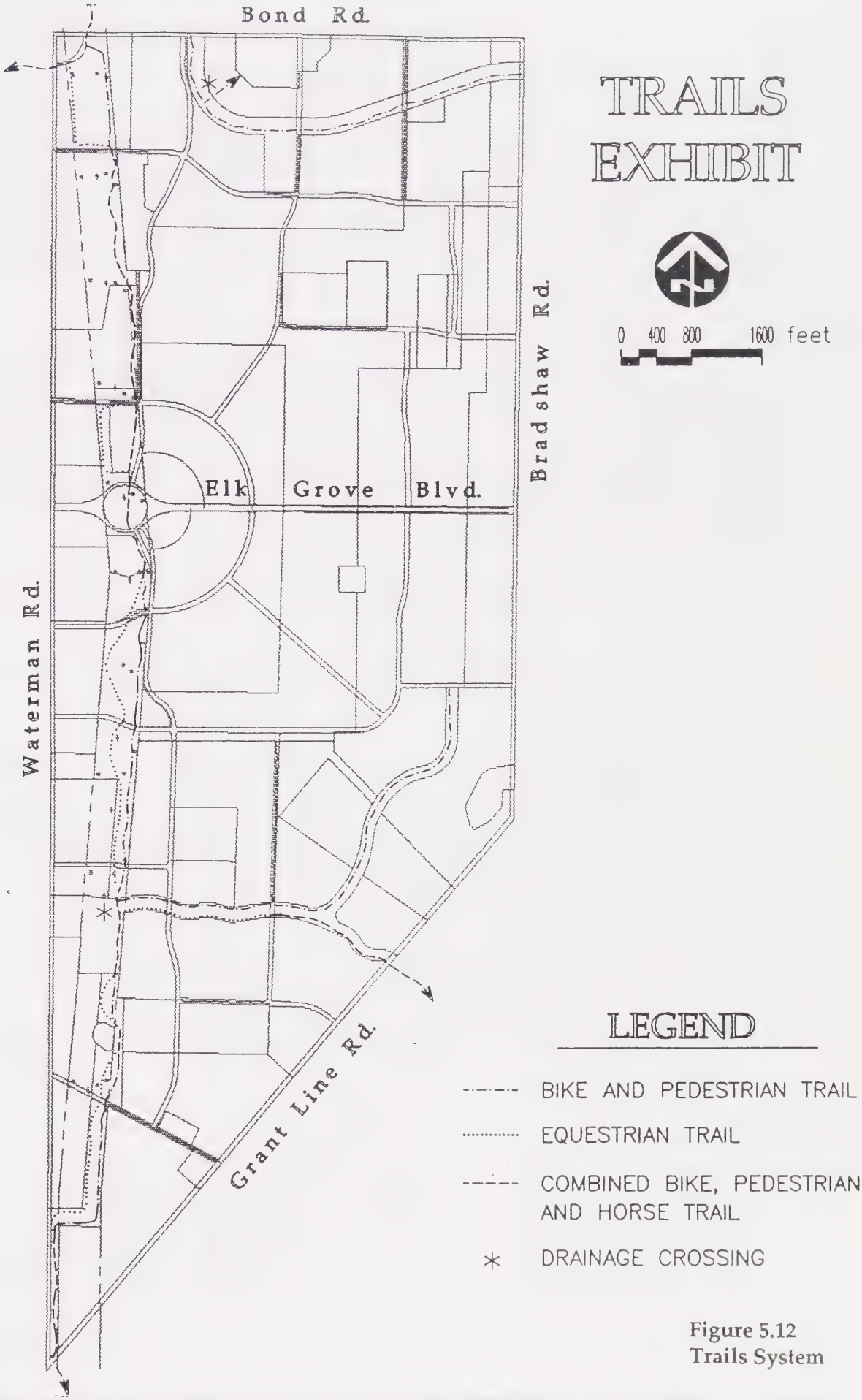



**Figure 5.12**
**Trails System**

Trails within the Specific Plan area will include a 5-foot equestrian path and a 10-foot bicycle/pedestrian path. (See Figure 5.11.) Off-street trails, as shown on Figure 5.12, will provide equestrian, bicycle, and pedestrian facilities along open space corridors within the project. One of the trails runs north-south within the powerline easement on the west side of the project. Other trails provide east-west circulation along the drainage corridors.

### 5.4.3. TRANSIT

The fundamental design concepts for the project are intended to enhance transit access and promote ridership. Higher density residential areas and commercial services are clustered in "nodes" around locations planned to be served by transit. The residential densities diminish with increasing distance from transit service. In addition, the street system is designed to provide direct (or "straight") corridors which minimize walking distances to access transit. These direct connections also facilitate bus or shuttle systems within the project area.

These design concepts are consistent with General Plan Policies AQ-23 and AQ-24:

*AQ-23*

*"Promote mixed-use development to reduce the length and frequency of vehicle trips."*

*AQ-24*

*"Provide for increased intensity of development along existing and proposed transit corridors."*

Nine major transit stops are planned within the project: three on Bond Road, four on Elk Grove Boulevard, and two on Grant Line Road (Figure 5.13). Although Grant Line Road is not shown as a bus corridor in the RT Master Plan or County General Plan, this roadway is a likely candidate for feeder service. The major transit stops will include seating areas, protection from the elements (Figure 5.14), and route information.

Minor transit stops are planned throughout the project (Figure 5.13). Those minor stops along the major roads (arterials) will include a bus turnout at the far side of the intersection in accordance with County Design Standards. Locations without turnouts will include a red-painted curb and no parking signs. All locations will include a route identification sign.

*Park and Ride*

Two park-and-ride facilities are included within the Plan area. The Bond Road park-and-ride is to be included with development of the Commercial Center as a joint use facility. The Waterman/Grant Line park-and-ride will be incorporated into the design of adjacent industrial development and the powerline corridor as a joint use facility. These facilities are intended to encourage transit and carpooling use within the Plan area.

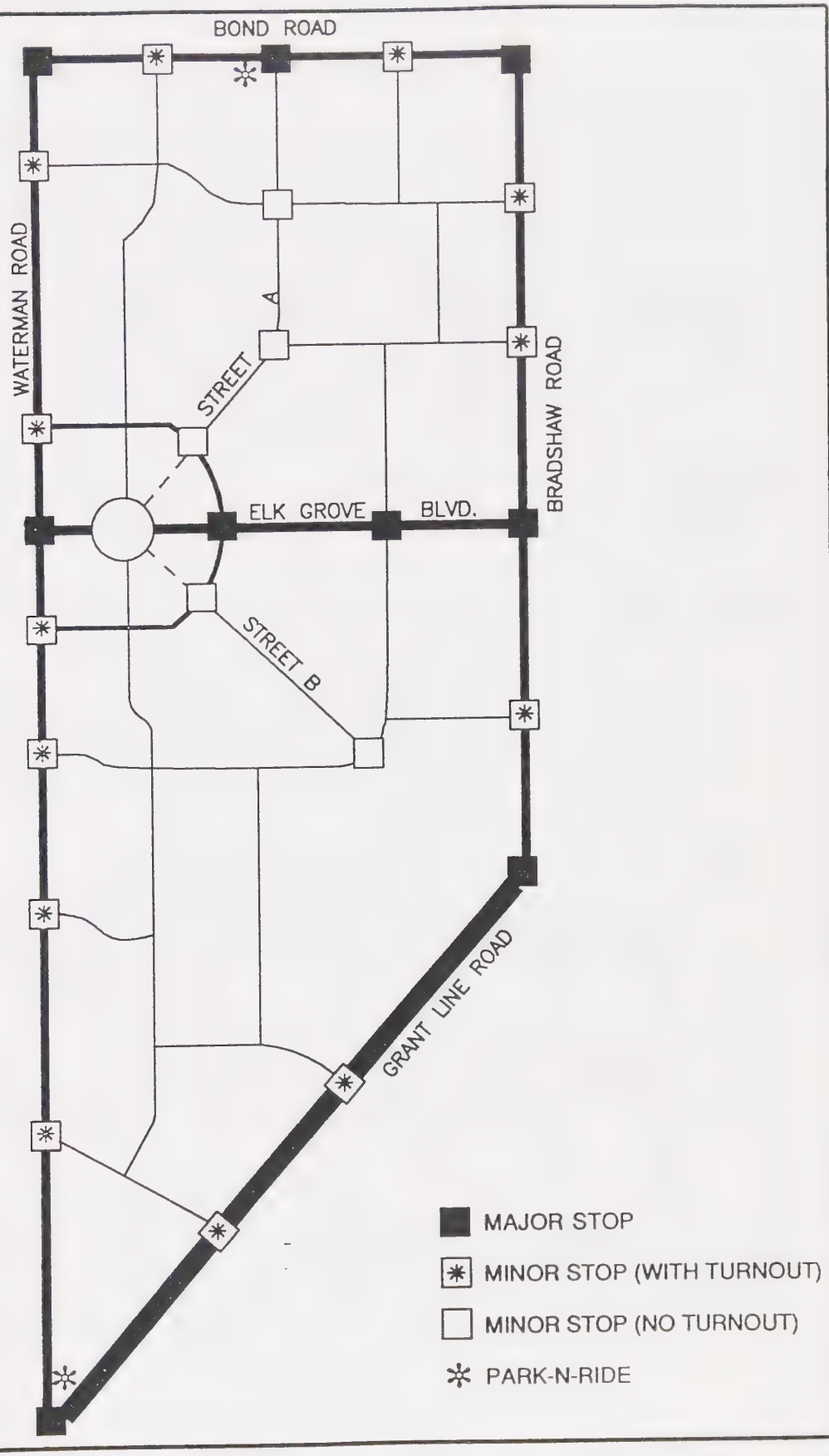
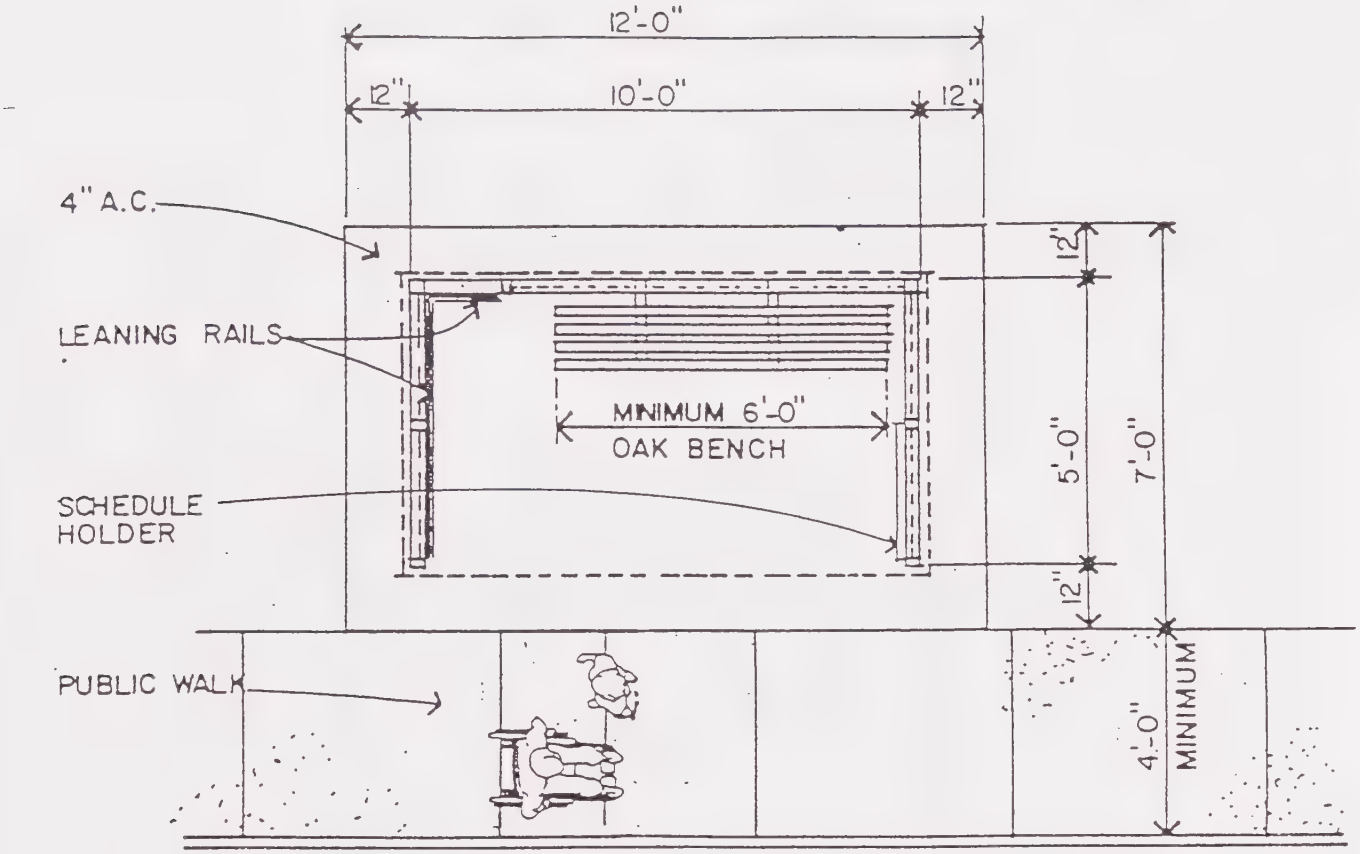



Figure 5.13
Transit Stops



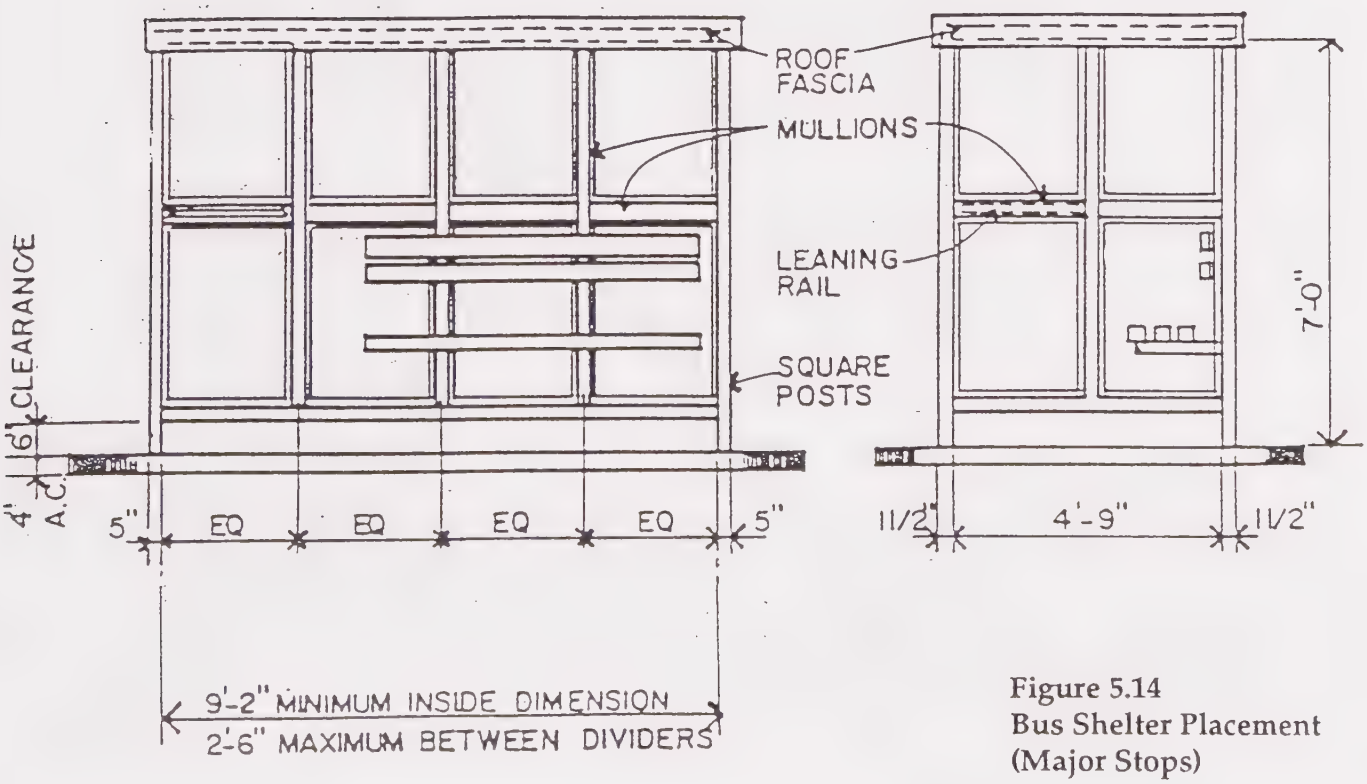




**Figure 5.14**
**Bus Shelter Placement**
**(Major Stops)**

## 5.5. DEVELOPMENT IMPACTS/IMPROVEMENTS (OFF-SITE)

### 5.5.1. ROADWAYS

Travel forecasts were generated for the project and surrounding region assuming a level of transit usage consistent with the guidelines in the County General Plan (the calculations are provided in the Technical Appendix). Based upon these assumptions, the project's immediate and long-term impacts were assessed. Figure 5.15 shows the daily project-generated traffic volumes.

*Existing with Project Conditions*

With the addition of project traffic, and no roadway improvements, all of the study roadways will operate at LOS E or better except for the following roadway segments:

- Bond Road (State Route 99 to Waterman Road); and
- Elk Grove Boulevard (State Route 99 to east of the intersection with Elk Grove-Florin Road - through "Old Town").

Both of these segments will need to be widened or striped for an additional lane in each direction in order to provide acceptable operations.

Of the twenty-five study intersections, six will operate at LOS F in the a.m. peak hour and fourteen will operate at LOS F in the p.m. peak hour with the addition of project-generated traffic. All of these poor service levels can be mitigated with the addition of a traffic signal and/or some widening at the intersection. A detailed list of the locations and mitigation measures is provided in the technical appendix to the Specific Plan.

The section of State Route 99 north of Sheldon Road will operate at LOS E with the addition of project traffic, which does not meet the CalTrans standard of LOS D. CalTrans is planning to extend the existing HOV lanes south from Mack Road to Elk Grove Boulevard.

*Cumulative Conditions*

Cumulative conditions were evaluated both with and without the project. Travel demand was estimated using the SACMET regional traffic model (with buildout of the General Plan) and service levels were analyzed assuming a roadway network as defined in the Sacramento County General Plan (Table 5.5).

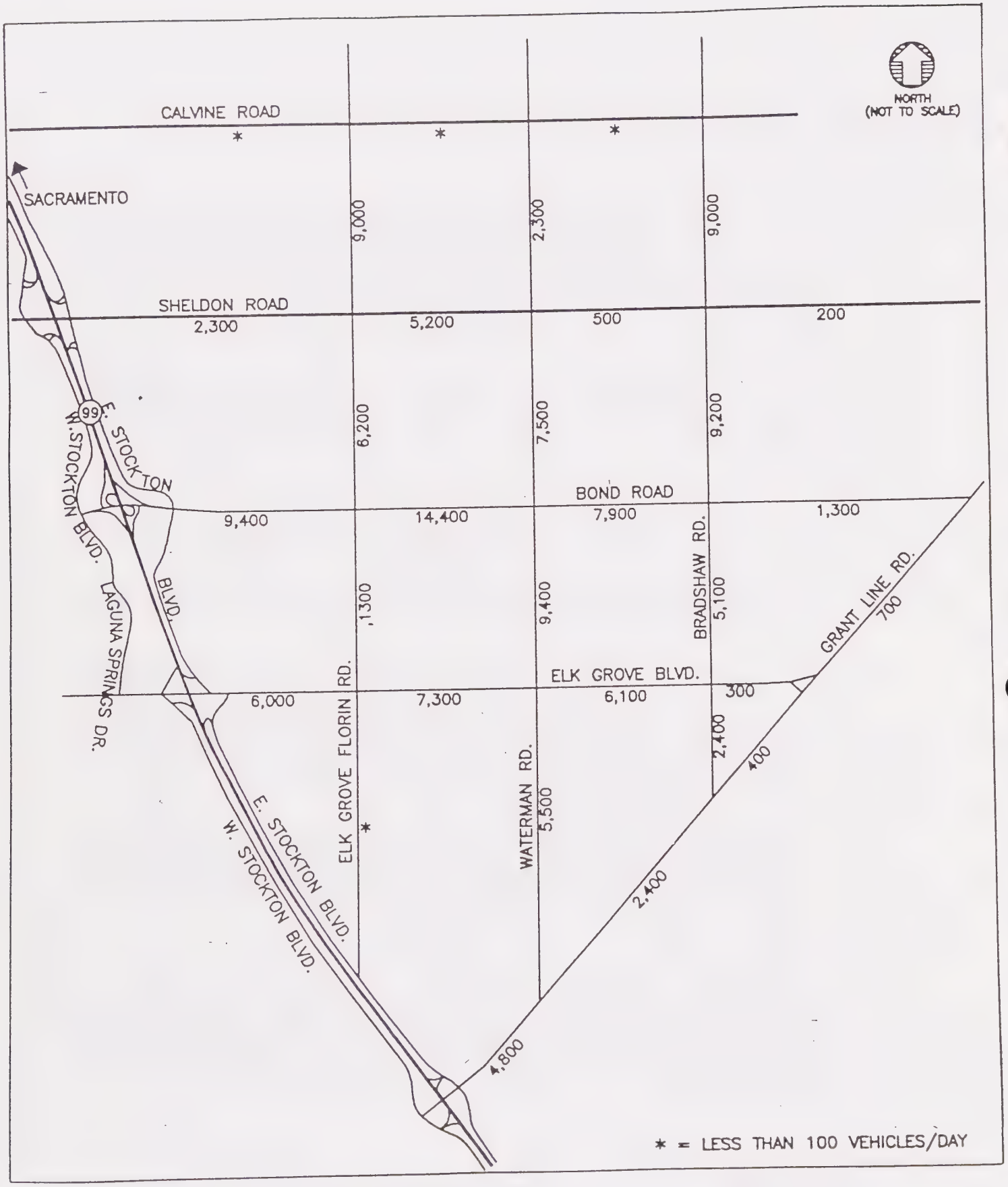



Figure 5.15
Daily Traffic Volumes
Project Only

TABLE 5.5

ARTERIAL STREETS
PLANNED IMPROVEMENTS (THROUGH 2010)

| Roadway | Current Lanes | Planned Lanes[1] | Funded Lanes | Funding Source[4] (%) |
|---|---|---|---|---|
| **Calvine Road** | | | | |
| Elk Grove Road to Waterman Road | 2 | 6 | 6 | EGWV PFFP (100%) |
| Waterman Road to Bradshaw Road | 2 | 6 | 6 | EGWV PFFP (50%) |
| **Sheldon Road** | | | | |
| State Route 99 to Elk Grove-Florin Road | 2 | 6 | 6[3] | EGWV PFFP (100%) |
| Elk Grove-Florin Road to Waterman Road | 2 | 4 | 4 | EGWVP FFP (100%) |
| Waterman Road to Bradshaw Road | 2 | 4 | | |
| Bradshaw Road to Grant Line Road | 2 | 4 | | |
| **Bond Road** | | | | |
| State Route 99 to Elk Grove-Florin Road | 2 | 4 | 4 | EGWV PFFP (100%) |
| Elk Grove-Florin Road to Waterman Road | 2 | 4 | 4 | EGWV PFFP (100%) |
| Waterman Road to Bradshaw Road | 2 | 4 | | |
| Bradshaw Road to Grant Line Road | 2 | 4 | | |
| **Elk Grove Boulevard** | | | | |
| State Route 99 to Elk Grove-Florin Road | 4 | 6[2] | 6[2] | |
| Elk Grove-Florin Road to Waterman Road | 2 | 6[2] | 4[5] | EGWV PFFP (100%)[5] |
| Waterman Road to Bradshaw Road | 2 | 4 | | |
| Bradshaw Road to Grant Line Road | 2 | 4 | | |
| **Elk Grove-Florin Road** | | | | |
| Calvine Road to Sheldon Road | 2 | 6 | 6 | |
| Sheldon Road to Bond Road | 2 | 6 | 6 | |
| Bond Road to Elk Grove Blvd. | 2 | 4 | 4[6] | EGWV PFFP (100%)[6] |
| Elk Grove Blvd. to East Stockton Blvd. | 2 | 4 | | |
| **Waterman Road** | | | | |
| Calvine Road to Sheldon Road | 2 | 4 | 4 | EGWV PFFP (50%) |
| Sheldon Road to Bond Road | 2 | 4 | 4 | EGWV PFFP (50%) |
| Bond Road to Elk Grove Blvd. | 2 | 4 | 4 | EGWV PFFP (50%) |
| Elk Grove Blvd. to Grant Line Road | 2 | 4 | | |
| **Bradshaw Road** | | | | |
| Calvine Road to Sheldon Road | 2 | 4 | | |
| Sheldon Road to Bond Road | 2 | 4 | | |
| Bond Road to Elk Grove Blvd. | 2 | 4 | | |
| Elk Grove Blvd. to Grant Line Road | 2 | 4 | | |
| **Grant Line Road** | | | | |
| State Route 99 to Waterman Road | 2 | 6 | | |
| Waterman Road to Bradshaw Road | 2 | 6 | | |
| Bradshaw Road to Elk Grove Blvd. | 2 | 2 | | |
| Elk Grove Blvd. to Bond Road | 2 | 2 | | |

[1] Sacramento County General Plan Update, comment letter from James Ray, Sr.
[2] Physical constraints will probably not permit planned or funded widening.
[3] State Route 99 to 1/4 mile east of State Route 99.
[4] EGWV PFFP = Elk Grove/West Vineyards Public Facilities Financing Plan; SCTDF = Sacramento County Transportation Development Fee.
[5] Kent Avenue to Waterman Road
[6] Halverson to Bond Road

All of the study arterial roadways will operate acceptably for "cumulative with project" conditions except for:

- Bond Road (State Route 99 to Waterman Road).
- Bradshaw Road (Calvine Road to Sheldon Road).

The following actions are suggested to mitigate this predicted service level deficiency:

- Install a raised median on Bond Road, eliminate left-turns from side-streets at unsignalized intersections, and provide exclusive left and right-turn lanes at signalized intersections. Provide a third through lane in each direction from State Route 99 to Elk Grove-Florin Road.
- Provide a high degree of access control on Bradshaw Road north of Sheldon Road (i.e., no driveways, no uncontrolled left turns from side streets, etc.).

Under cumulative conditions, State Route 99 is expected to operate acceptably (LOS D) through the study area with the ongoing construction of HOV lanes.

All of the study ramps will operate acceptably (LOS D or better) except:

- Grant Line Road, northbound off-ramp
- Sheldon Road, southbound off-ramp

The Grant Line Interchange will need to be upgraded within the next twenty years. The County Transportation Division has begun to consider options in conjunction with the Lent Ranch Specific Plan. As the design of the Sheldon Road Interchange has not been finalized, the County and CalTrans should consider providing a two-lane southbound off-ramp.

*Project Responsibility*

Section Nine (Financing Plan and Capital Improvement Program) and the Financing Plan identify the project's financial contribution to the ultimate facilities needed in the study area and methods of funding major roadway improvements.

There are many offsite roadway improvement projects to be funded in full or in part by the East Elk Grove Specific Plan. However, the most significant is probably the proposed widening of Elk Grove Boulevard between Waterman and Elk Grove-Florin Roads (Figure 5.16).

The Transportation Plan of the General Plan shows Elk Grove Boulevard from Second Avenue to Waterman Road as an Urban Collector with a maximum right-of-way of 84 feet. Elk Grove Boulevard, through "Old Town", is currently a two-lane roadway with on-street parking in many locations. Preliminary discussions regarding widening of Elk Grove Boulevard to relive existing and future congestion have indicated the following are desired by the local community:

1. A three-lane section (one lane in each direction and one two-way center left-turn lane).

2. Preservation of on-street parking.

3. Preservation of direct driveway access, both from the east and west.

Conceptual cross-sections depicting two basic design alternatives resulting from these parameters are shown on Figures 5.17 and 5.18. During the design process, the following items should be considered:

1. Should a landscaped median be incorporated at some locations to reduce the width of the paved section and to improve aesthetics?

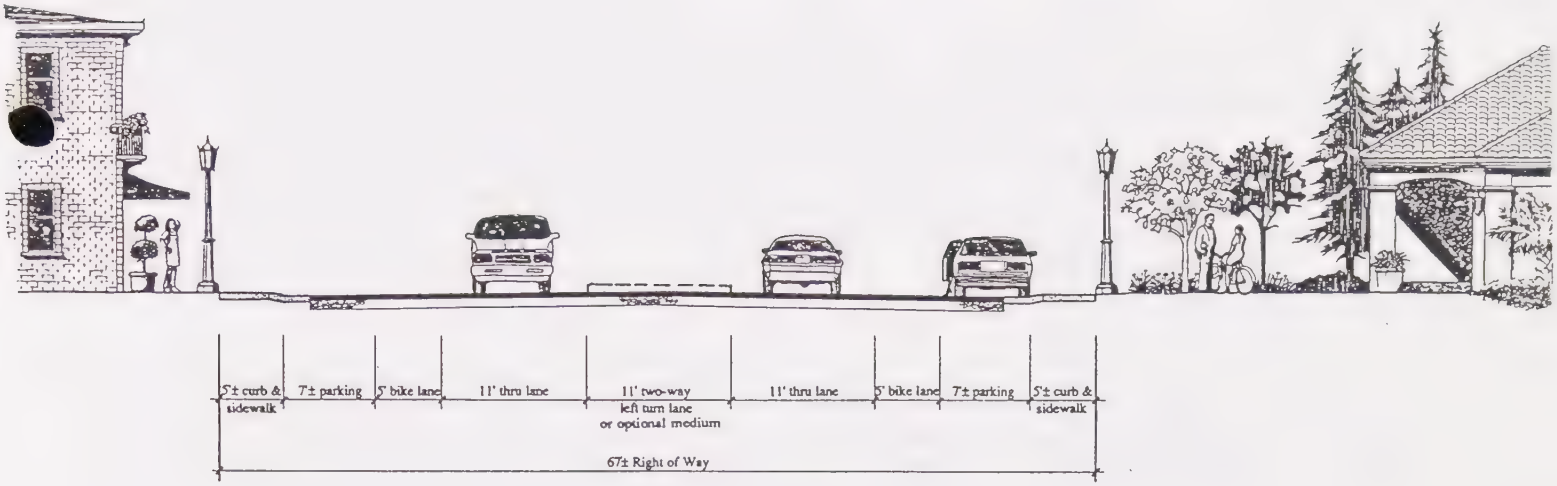
2. Should on-street parking be eliminated in some locations to allow for additional landscaping between the curb and sidewalk?

3. Should the area have unique street lighting and/or furniture to complement the historic character of the area?

Prior to improving Elk Grove Boulevard through Old Town, the County Transportation Division will conduct a series of public hearings in the area.

Participants in the determination of the design for the Old Town portion of Elk Grove Boulevard will include the Old Town Merchants Association, local CPAC, Chamber of Commerce, and other interested parties.

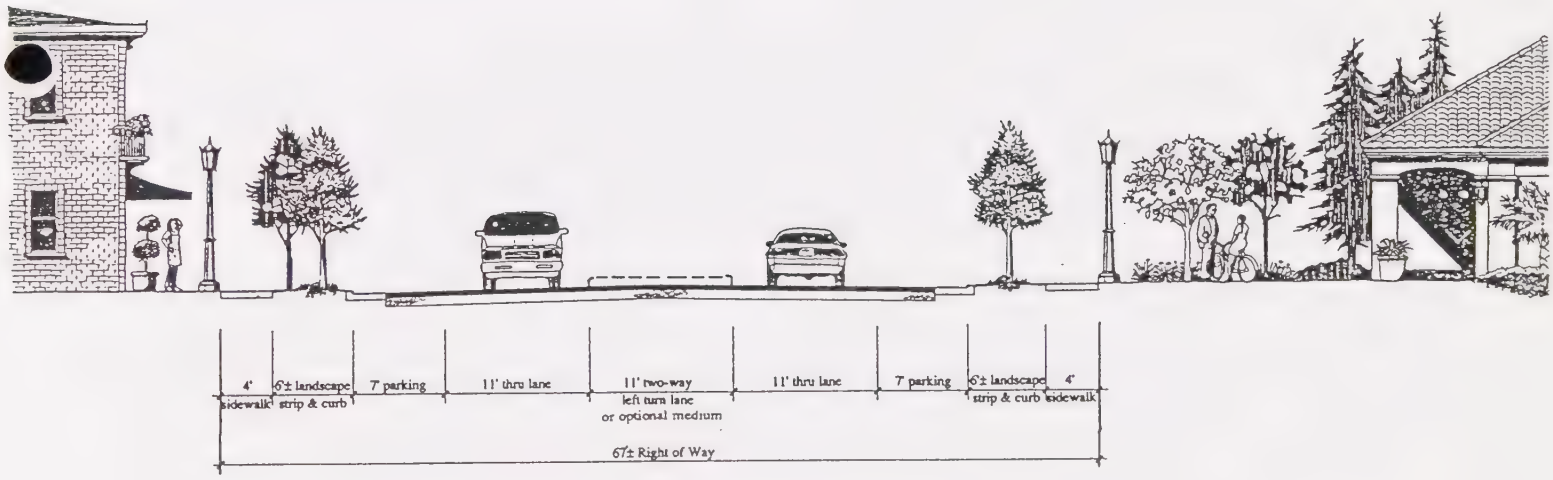

Figure 5.16
"Old Town" Elk Grove Boulevard




# *Elk Grove Boulevard*

*3 Lanes with Parking (with Bike Lanes)*

*DESIGN CONCEPT "A"*




# *Elk Grove Boulevard*

*3 Lanes with Parking (without Bike Lanes)*

*DESIGN CONCEPT "B"*

**Figure 5.17**
**Design Concepts**

### 5.5.2. BICYCLE/PEDESTRIAN

All of the major arterials within and adjacent to the project (Bond, Waterman, Grant Line, Bradshaw, and Elk Grove) are designated as bikeways in the County's Bikeway Master Plan. Therefore, the project's provisions for bike lanes on these streets will result in connectivity to the bikeway system throughout the County.

In addition to the on-street bike lanes, an off-street pedestrian/bicycle/equestrian trail system is planned within the project. This system will run north-south through the powerline corridor and connect to the future Laguna Creek and Cosumnes River Trail systems north and south of the Plan area. A second trail will parallel Elk Grove Creek, which runs east-west, connecting to the Cosumnes River Trail.

### 5.5.3. TRANSIT

Policy CI-4 of the County's General Plan states:

*"Require full and accurate analysis of all alternatives for public transit, including expanded bus service, private carrier operations, road capacity improvements, and rail transit, prior to committing funds for construction. Evaluation shall specifically include full social and economic costs and benefits, as well as net system effects and per-new-rider costs."*

Regional Transit has recently completed its Transit Master Plan which identifies the costs and benefits of transit service, including specific recommendation for the study area. These recommendations include bus service along major streets (discussed below) and future light rail service to southern Sacramento County just west of the project site along the Southern Pacific railroad tracks.

Regional Transit recently completed a federally-required Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report for a light rail extension to Southern Sacramento County. The preferred light rail route follows the Union Pacific tracks south to Cosumnes River Boulevard and then heads east to a terminus at Calvine/Auberry.

The Regional Transit Master Plan shows Elk Grove Boulevard, Elk Grove-Florin Road, Bradshaw Road, and Bond Road as corridors for "feeder line" transit service. These feeder lines will provide connecting bus service to major bus routes and the light rail system.

Based upon the information contained in the County General Plan, this project will generate about 2,700 transit trips each day.

## 5.6. TRAVEL DEMAND REDUCTION MEASURES

Travel demand reduction measures are intended to achieve two purposes: improved air quality and reduced congestion, through a variety of measures which either eliminate vehicle trips, reduce their length, or change the time of day in which they occur.

The County General Plan contains a policy which addresses air quality (AQ-15):

*AQ-15*

*"All new major indirect sources of emissions shall be reviewed and modified or conditioned to achieve a reduction in emissions. This indirect source review program will be developed in coordination with SACOG and SMAQMD, and include the following features:"*

(a) A 15% reduction in emissions from the level that would be produced by a base-case project assuming full trip generation per the current ITE Trip Generation Manual.

(b) A focus on cost-effectiveness measured in terms of cost per ton of pollutant avoided.

(c) A list of cost-effective measures to be developed, maintained, and annually reviewed by SMAQMD.

(d) A maximum expenditure cap which will be computed for each indirect source on the basis of factors including, but not limited to, total emissions and project value.

(e) A process for obtaining a waiver from the 15% requirement if it is found that a lower level of reduction is all that can be achieved with cost-effective measures and offsets, or that achieving the full 15% reduction would cost more than the expenditure cap.

(f) An exception for projects which have already undergone indirect source review at some point in the development approval process.

(g) A procedure to give full credit for other measures required in a project that may also achieve a reduction in emissions.

The Sacramento Metropolitan Air Quality Management District has developed a preliminary list of measures, and corresponding credits, that can be applied to the required 15% reduction in emissions. The following measures, which are incorporated into the Plan, are all contained in the SMAQMD's list of acceptable measures:

(a) The Plan contains a mixture of complementary land uses (residential, commercial, parks, schools), clustered in higher density nodes, and oriented to take advantage of transit corridors. About half of the Plan meets the SMAQMD's criteria, which allows for up to 6% credit.

SPECIFIC PLAN CREDIT = 3%.

(b) The Plan is designed to provide a transit stop within a reasonable distance of all land uses (most within one-quarter mile). The Plan includes nine major transit stops, four along Elk Grove Boulevard, three on Bond Road, and two on Grant Line Road. Minor transit stops (18) will be provided at all major cross streets intersecting Waterman Road, Bond Road, Bradshaw Road, Grant Line Road, and Elk Grove Boulevard. Minor transit stops will also be provided on Street A and Street B.

SPECIFIC PLAN CREDIT = 1%.

(c) The Plan will include bus stop improvements (benches and shelters) at all major transit stops identified in Item B.

SPECIFIC PLAN CREDIT = 1%.

(d) The Plan provides both on-street (Class II) and off-street (Class I) bicycle facilities. On-street facilities are provided on Waterman Road, Bond Road, Bradshaw Road, Grant Line Road, and Elk Grove Boulevard. Off-street facilities are provided along the two major corridors: north-south along the powerline corridors (connecting the Laguna Creek Trail on the north with the Cosumnes River Trail on the south) and east-west along the Elk Grove Creek.

SPECIFIC PLAN CREDIT = 2%.

(e) The Plan includes provisions to provide bicycle lanes within close proximity (within one-half mile) of all major land uses.

SPECIFIC PLAN CREDIT = 1.5%.

(f) All non-residential developments of more than twenty-five employees will contain showers, bike lockers, and personal lockers.

SPECIFIC PLAN CREDIT = 1%.

(g) The layout of the Plan circulation system provides for direct (i.e., minimum distance) pedestrian connections between major land uses. All parks, schools, and commercial areas are connected to residential areas by linear roads or pathways.

SPECIFIC PLAN CREDIT = 2%.

(h) The circulation system in the Plan provides direct automobile access between complementary land uses to minimize the distance traveled.

SPECIFIC PLAN CREDIT = 1%.

(i) All parking areas (residential and non-residential) will include electric vehicle charging facilities. Single-family homes will include an outlet for vehicle charging in the garage, multi-family units will include charging facilities in a common area, and non-residential development will have one electric charging facility for every fifty regular parking spaces.

SPECIFIC PLAN CREDIT = 1%.

(j) The Plan area will operate or participate in a Transportation Management Association to create, administer, and finance ongoing programs to reduce vehicle trips. The Financing Plan for the project will include means to fund the TMA.

SPECIFIC PLAN CREDIT = 3%.

According to the SMAQMD's interim guidelines, the above measures total a 16.5% AQ reduction and meet the requirements of AQ-15. Table 5.6 summarizes the measures, credits, and supporting information for the trip reduction measures.

In addition to the above measures, the Specific Plan will include policies that encourage the use of low emission heating/cooling measures and child care services within the Plan area. Also, a park-and-ride lot may be proposed in the powerline corridor or in joint use with the commercial centers or park facilities. This provision meets the requirements of General Plan Policy AQ-28.

*AQ-28*

*"Require that large new developments dedicate land for use as park-and-ride lots if suitably located."*

TABLE 5.6

## SUMMARY OF TRIP REDUCTION MEASURES

| Measure | Specific Plan Reference | Maximum[1] Credit Allowed | Credit Taken |
|---|---|---|---|
| A. Land use mix and density | MacKay & Somps | 6% | 3.0% |
| B. Convenient transit stops | Figure 5.13 | 1.5% | 1.0% |
| C. Physical amenities at major transit stop | Section 5.4.3. | 1.5% | 1.0% |
| D. Bicycle connections to City/County Bikeway Master Plan | Figure 5.10 and Figure 5.3. | 2% | 2.0% |
| E. Bicycle lanes within one-half mile | Figure 5.10 | 1.5% | 1.5% |
| F. Showers, personal lockers, bike lockers for non-residential uses | Policy (f), Page 5-37 | 2% | 1.0% |
| G. Multiple/Direct pedestrian access between complementary land uses | Policy (a), Page 5-36 | 2% | 2.0% |
| H. Direct auto access | Figure 5.5 | 1% | 1.0% |
| I. Electric vehicle charging | Item (i), Page 5-37 | 1% | 1.0% |
| J. TMA participation | Item (j), Page 5-37 | 3% | 3.0% |
| | | | 16.5% |
| **Additional Measures Not Quantified** | | | |
| Park-and-ride lot | Page 5-37 | N/A | N/A |
| Encourage low emission heating/cooling | Page 5-37 | 1% | N/A |
| Encourage child care facility | Page 5-37 | 1% | N/A |

1 Letter from Mike Ott of SMAQMD to MacKay & Somps, May 23, 1994.

## 5.7. SPECIFIC PLAN POLICIES

The following policies apply to the Specific Plan and are intended to supplement and/or enhance the policies identified in the General Plan:

1. The overall Plan area street system should be simple in design, avoid excessive winding roads and large numbers of cul-de-sacs. The street pattern should be interconnected to provide multiple routes converging on the commercial centers, activity areas, and transit stops.

2. The project proponents should work with County Transportation Staff to identify alternative forms of traffic control (such as roundabouts) on the minor roadways internal to the project.

3. Landscape corridors along streets should provide shade and be aesthetically pleasing, but should not inhibit sight distances for motorists or reduce visibility for pedestrians.

4. All sidewalks and curb-cuts shall conform to the guidelines of the Americans with Disabilities Act (ADA) and/or County Standards.

5. Bicycle and pedestrian circulation systems shall be designed to minimize conflicts with vehicles.

6. The residential streets shall be designed to discourage speeding and "cut-through" traffic.

7. Safe and convenient crossings of major roads will be provided for pedestrians and bicyclists.

8. Transit stops should be provided throughout the Plan (See Figure 5.12) and all major stops should include a bench, shelter, and transit information.

9. The Plan shall include a network of interconnected bicycle and pedestrian facilities. (See Figure 5.10.)

10. All non-residential developments of more than twenty-five employees should contain showers, bike lockers, and personal lockers.

11. All parking areas (residential and non-residential) should include electric vehicle charging facilities.

12. The Plan area should operate or participate in a Transportation Management Association.

13. The commercial zoning within the Plan area should promote for child-care facilities.

14. Encourage commercial buildings to be located near adjacent streets with parking in the rear.

15. Provide two joint use park-and-ride facilities, one in the commercial area on Bond Road and one in the industrial area in the southern portion of the Plan area.

16. Encourage commercial buildings to be located near adjacent streets with parking in the rear, especially in the Town Center.

# SECTION SIX

# PUBLIC SERVICES AND FACILITIES

## 6.1. LAW ENFORCEMENT SERVICES

### 6.1.1. INTRODUCTION

This section provides an overview of the existing conditions, policies and service standards pertaining to law enforcement services. This analysis will also identify potential impacts upon law enforcement resources caused by project development.

### 6.1.2 . EXISTING CONDITIONS

The Plan area is located in the Sheriff's Department's District 7, which encompasses approximately 535 square miles out of a total of 880 square miles in the entire unincorporated County. In the unincorporated area of the County, law enforcement services are provided by the Sacramento County Sheriff's Department. Traffic-related enforcement services are provided by the California Highway Patrol. The Plan area will be served by both law enforcement agencies.

A Sheriff's "processing" center is located within the Marketplace 99 shopping center located at Bond Road and East Stockton Boulevard. The processing center is staffed with a lieutenant, three community-oriented policing officers and volunteers. This office is available for residents of District 7 to file complaints, report suspicious activities, and ask law enforcement questions of a general nature.

In April of 1994, the Sheriff's Department's South Station facility was completed. This facility is located at the southwest corner of Bond and Waterman Roads and replaces the facility located at the Rio Cosumnes Correctional facility near Bruceville and Lambert Roads. The Rio Cosumnes facility will continue to provide booking facilities. The South Station provides briefing space for officers and patrol car fueling and maintenance. There are no inmates booked or housed at this facility. Because of its location near the Plan area, a significant law enforcement presence is available.

The recent completion of the South Station facility is consistent with General Plan Policy which states:

*PF-58*

*"Plan and develop law enforcement facilities in keeping with overall needs and the distribution of growth."*

### 6.1.3. SERVICE STANDARDS

The Sheriff's Department currently has a staffing goal of one officer per thousand residents. The approximate population of District 7 is 50,000 residents. Therefore, to adequately serve District 7, approximately fifty officers are required. According to Sheriff's Department representatives, twenty-four officers currently are assigned to District 7, resulting in a shortfall of twenty-six officers.

### 6.1.4. DEVELOPMENT IMPACTS AND PROVISIONS

Using a factor of 2.5 residents per proposed household, the East Elk Grove project would generate approximately 10,750 new residents, based on a dwelling unit yield of 4,300. Based on the Sheriff's Department service standard of one officer per thousand residents, full buildout of the project would result in the need for 10.75 new officers. Section 9.5.6 of this Plan provides an analysis of the funding of Sheriff's services. According to Sheriff's Department representatives, there are no new major facilities planned to serve District 7.

*Plan Design*

The Land Use Plan has been designed with safety considerations in mind. The design layout ensures that residents and law enforcement personnel have unobstructed surveillance opportunities into Park and Open Space areas. Pedestrian areas will be well-lighted and designed in such a manner as to maximize the safety of pedestrians. Buildings will be designed and sighted to provide a safe environment. This is consistent with General Policy that states:

*PF-60*

*"Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property, when feasible."*

The Sheriff's Department will be forwarded all future development plans for review to ensure that plans are designed in a manner that addresses safety concerns. Additionally, Neighborhood Watch programs will be encouraged and put in place as neighborhoods develop.

*Conclusion*

Although law enforcement service is available to serve the Plan area, staffing will not meet service standard levels. To assist in reducing crime levels and reduce the strain on law enforcement resources, the Plan area has been designed with safety as a prime consideration. Development plans will be reviewed by Sheriff's Department representatives to ensure that proposals address safety concerns.

### 6.1.5. POLICIES

(a) Support efforts to provide the highest level of law enforcement protection for community residents and business owners and patrons to adequately maintain public health and safety needs.

(b) Encourage the use of resident-based surveillance and law enforcement notification programs such as Neighborhood Watch.

## 6.2. FIRE PROTECTION SERVICE

### 6.2.1. INTRODUCTION

This section provides an overview of the existing fire protection facilities and conditions, service standards, and policies. The impact of project development upon fire protection facilities and services, and a discussion of planned facilities, is also included.

### 6.2.2. EXISTING CONDITIONS

The Plan area is within the service boundaries of the Elk Grove Community Services District (EGCSD) Fire Department. Currently, emergency calls from within the Plan area are handled by the main station, Station 71, and Station 73. Section 6.2.4 below describes existing and proposed facilities. There are three fire stations near the Plan area that are anticipated to provide emergency response. These stations are:

- Station 71 Elk Grove Boulevard near Emerald Oaks Drive
- Station 73 Bond Road east of Bader Road
- Station 76 Sheldon Road east of Elk Grove-Florin Road

The Plan area will receive initial emergency response from Station 73. However, many emergencies within the Plan area will require multiple pieces of fire apparatus and associated personnel for proper response. Specifically, any structure fire within the Plan area will require the response of Stations 71, 73, and 76. If any of these stations are committed to other emergencies, service could come from the Laguna Creek, Laguna West, Florin, or Wilton Fire Stations.

### 6.2.3. SERVICE STANDARDS

The Elk Grove CSD Fire Department does not utilize specific service standards to determine staffing and equipment needs. The department takes a more pragmatic approach to determine adequate levels of resources and facilities, based on experience. The Master Plan identifies facilities needed to adequately serve the Plan area.

### 6.2.4. DEVELOPMENT IMPACTS AND PROVISIONS

Assumptions regarding urban development within the boundaries of the East Elk Grove Specific Plan were taken into account during the development of the District's Master Plan. Project development can be accommodated by two facilities included in the Master Plan. The Master Plan proposes one fire station relocation and one new station to be constructed east of State Route 99.

The relocated facility identified in the Master Plan is proposed to be constructed on Bond Road, between Bradshaw and Grant Line Roads. Negotiations for site acquisition are underway. This station will replace existing Station 73 that is located in an old school bus barn and will move it closer to the Plan area for better service.

The new facility, Station 76, to be constructed on Sheldon Road east of Elk Grove-Florin Road, will provide responsive service to the Elk Grove/West Vineyard area. Negotiations for site acquisition for Station 76 should be finalized toward the latter part of 1994. The time frame for the construction of this station is not identified yet as funding for this station is subject to receipt of an adequate level of construction fees. Station 73 will provide initial service to the Plan area and will obtain support from Stations 71 and 76 on fire responses.

The two planned fire stations will meet "normal service demands" for the Plan area. The Fire Marshall has stated that the number of proposed dwelling units is within the capacity of the fire stations proposed in the facilities Master Plan. The proposed Plan would not alter the District's regional station needs.

A facilities funding discussion is provided in the Financing Plan which is part of the Specific Plan.

*Conclusion*

The existing and planned facilities identified in the Master Plan will be provided to serve the Plan area and surrounding properties with an adequate level of fire protection. The Land Use Plan was designed with the input of the Fire Marshall to ensure that the design and land use distribution meets the needs of the Fire Department.

### 6.2.5. POLICIES

(a) Ensure adequate water flows to serve the Plan area with an adequate level of fire protection.

(b) The provision of fire protection services and facilities within the Plan area shall be at a level sufficient to address public health and safety needs.

## 6.3. SOLID WASTE DISPOSAL SERVICE

### 6.3.1. INTRODUCTION

This section describes the existing solid waste disposal facilities which would serve development in the Plan are, Plan-specific policies, and service standards. A discussion of project impacts and provisions is also included.

### 6.3.2. EXISTING CONDITIONS

Solid waste generated by current residents of the entire Elk Grove service area is collected by California Waste Removal Systems, a private company, under contract with the Sacramento County Department of Solid Waste. This contract expires on June 30, 1997. At that time, the Department of Solid Waste will either take over the service or issue a new contract after competitive bids. Solid waste is transported to the Kiefer Landfill, a County-owned and operated facility, near the intersection of Grant Line Road and Kiefer Boulevard. Curbside recycling and an annual neighborhood clean-up program will also be provided for residents in the Plan area upon development.

### 6.3.3. SERVICE STANDARDS

Once developed, the Plan area will be provided automated refuse collection service for all residential accounts, identical to what is provided in the rest of the County. The automated collection system utilizes specialized collection trucks. One solid waste collection truck can service approximately 2,500 households per week. Each household will receive a solid waste container and recycling containers from the service provider.

Commercial and industrial accounts will be required to seek service from one of the private refuse hauling companies that service commercial and industrial waste generators in the unincorporated area of the County.

### 6.3.4. DEVELOPMENT IMPACTS AND PROVISIONS

The East Elk Grove Specific Plan includes a maximum of 4,300 dwelling units which result in a need for two collection trucks and 4,300 sets of refuse and recycling containers to serve the Plan area. Funding for this equipment will be offset by user fees.

Capacity currently exists at the Kiefer Landfill to accommodate solid waste generated by residents and commercial and industrial users in the Plan area.

*Conclusion*

Excess capacity currently exists at the County landfill to accommodate solid waste generated by residents and commercial and industrial users in the Plan area. The landfill has enough excess capacity to last well into the next century. New collection trucks and waste containers for the Plan area will be funded through user fees.

### 6.3.5. POLICIES

(a) Encourage and promote the recycling of solid waste products for both residential and non-residential users in the Plan area.

## 6.4. PARKS

### 6.4.1. INTRODUCTION

The Elk Grove Community Services District is the local governing body for park facilities. The CSD has assisted in the formulation of the Land Use Diagram by providing direction on the use, size, and location of park facilities in the Specific Plan.

Parks are an important element of the East Elk Grove Specific Plan. Along with Open Space areas, the many park sites provide for a variety of passive and active recreational opportunities. The parks within the Plan area have been Master Planned considering the needs of both the residents of the Specific Plan and the surrounding community. The Plan includes many different types of parks, ranging from "mini-parks", which are typically used by people living close by, to very large parks which are intended for use by the entire Elk Grove CSD community.

### 6.4.2. EXISTING CONDITIONS

Currently, no parks exist within the Plan area boundaries; however, as shown on Figure 6.4-1, the Elk Grove CSD's Master Plan for park facilities, there are many existing parks and designated parks to the west of Waterman Road. The Master Plan also shows recommended park facilities. The Specific Plan comprises about two-thirds of the CSD's Planning Area No. 7, which is bounded by Calvine, Bradshaw, Grant Line, and Waterman Roads. Due to development constraints north of Bond Road, the CSD proposes to locate a significant portion of the recommended facilities for Planning Area No. 7 within the Specific Plan area.

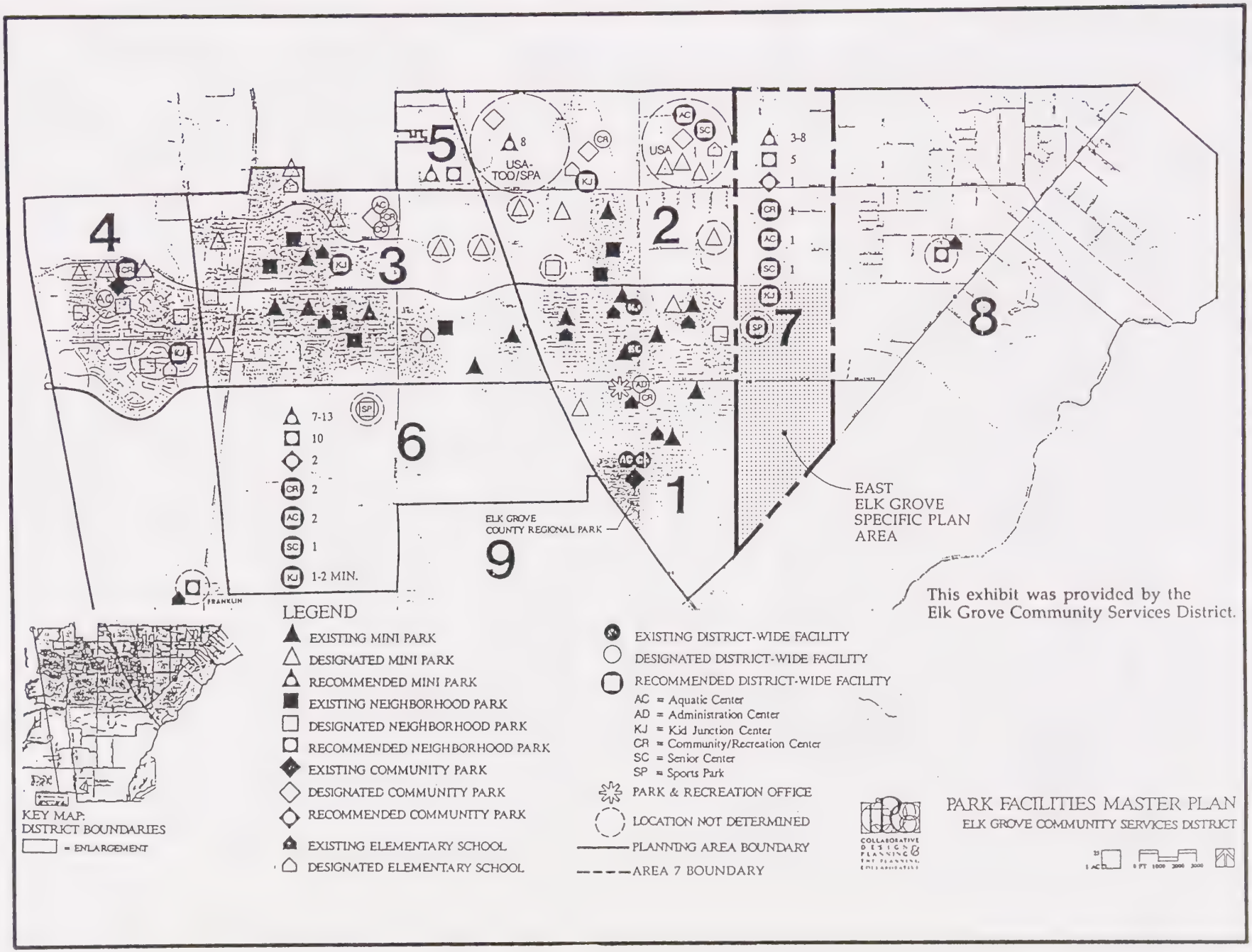
### 6.4.3. SERVICE STANDARDS

State law requires each new residential development to dedicate land for park facilities or pay an in-lieu fee to cover the cost of acquiring park land elsewhere. As applied to lands within the boundaries of the East Elk Grove Specific Plan, the park dedication requirement is calculated using the following equation:

| | | | | |
|---|---|---|---|---|
| Number of Residential Dwelling Units | x | 0.0138 | = | Park Area Dedication Requirement (In Acres) |

Based on the formula listed above, the 4,300 dwelling units allowed in the Plan area yield a total dedication requirement of 59.3 acres of parks. The final park acreage total may vary from this overall total due to details associated with the individual parks and the subdivisions in which they are located.

Figure 6.4-1
EGCSD Park Facilities Master Plan



### 6.4.4. DEVELOPMENT IMPACTS AND PROVISIONS

Although the primary purpose of parks is for recreational uses, they have been Master Planned with aesthetic and safety considerations in mind as well. Parks included within the Specific Plan area will provide a desirable community ambiance and most are located at prominent places where they will serve as visual amenities and attractive destinations.

Parks have been evenly distributed throughout the Specific Plan to allow for easy access from all residential areas. Figure 6.4-2 shows the location of the ten parks included in the Plan. A primary consideration in the layout of the parks is that most residences will be within one-quarter mile of a park. In addition, the Elk Grove CSD provided the following direction concerning the placement of parks:

- When possible, parks should be located along creeks or adjacent to open spaces;
- Neighborhood parks should be placed next to schools to allow for joint use of facilities; and
- Parks should be easily accessible, but should not be surrounded on all sides by streets.

Figure 6.4-2 shows the park facilities to be included in the Specific Plan area. The preliminary total of dedication-type parks is 63.4 acres, slightly more than the requirement of 59.3 acres based on 4,300 dwelling units. The final park acreage total in the Plan area is dependent on, and will vary with, the details of each subdivision.

The park sizes and locations identified on Figure 6.4-2 were established with direction from the Elk Grove CSD. Because there are many property owners within the Plan, it is not practical for each property to dedicate park land. In addition, small parcels would not yield enough park dedication land to create usable parks. As a result, it will be necessary for some properties to dedicate park land and for others to pay in-lieu fees. More discussion of park dedication, in-lieu fees, and park funding issues is included in the Financing Plan.

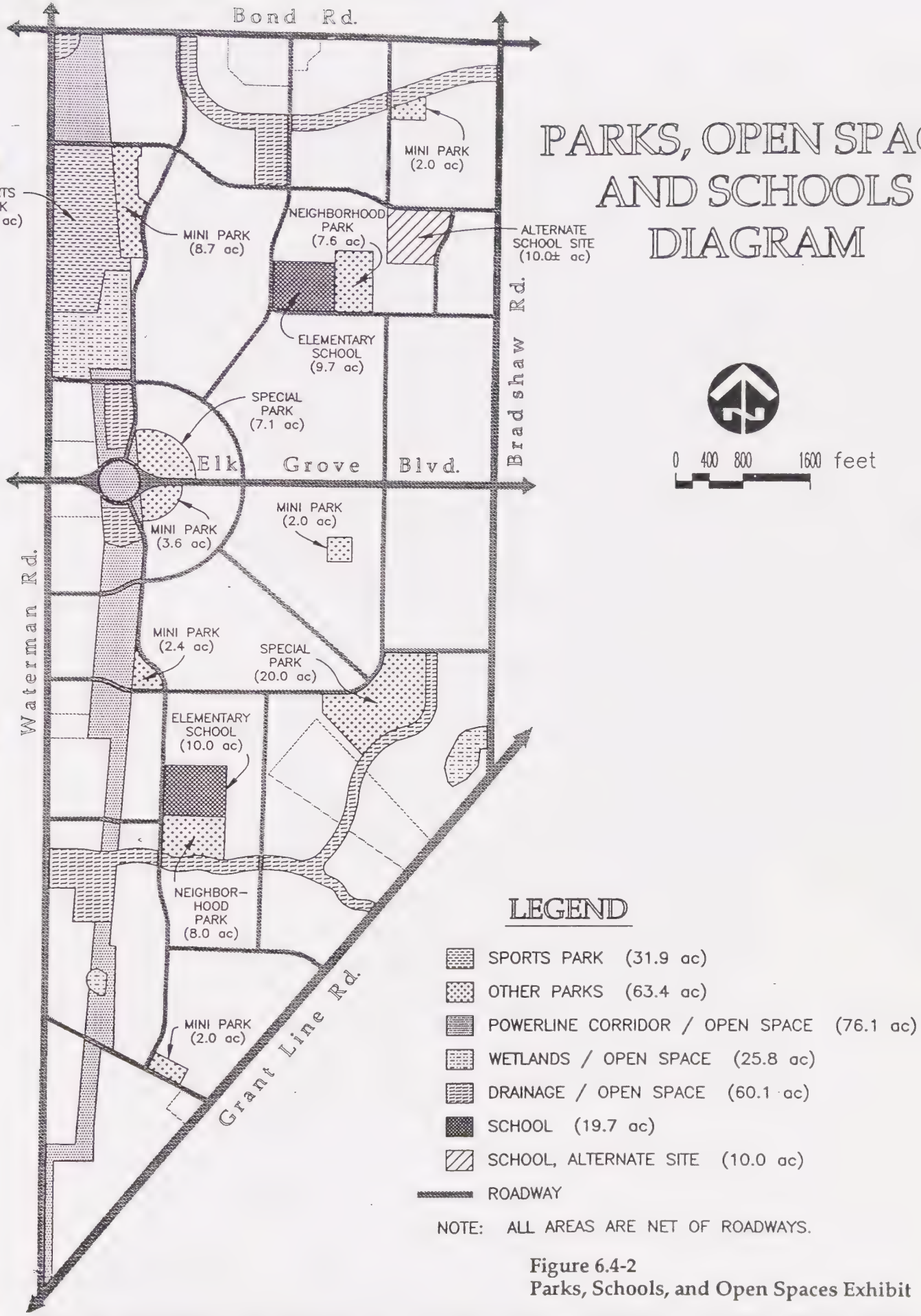



**Figure 6.4-2**
**Parks, Schools, and Open Spaces Exhibit**

The following sections describe the facilities and design features which may be included in the various parks throughout the Specific Plan.

**(a) Mini-Parks**

There are six "mini" park sites spread throughout the Specific Plan ranging in size from 2.0 acres to 8.7 acres. Mini-parks will be designed with the attributes listed below:

Facilities (Some or All)

- Tot Lot with adjacent sitting area;
- Picnic table(s) with tree shading;
- Multi-use sports court;
- Tennis, basketball, or sand volleyball courts;
- Open grass/multi-purpose game fields.

Parking

- All on-street; no on-site parking provided.

Lighting

- Security lighting only.

Restrooms

- None provided.

**(b) Neighborhood Parks**

There are two neighborhood parks in the Specific Plan, each adjacent to a public elementary school. These parks, each about eight acres in size, will have the following characteristics:

Facilities (Some or All)

- Tot Lot and children's play area with adjacent seating;
- Family picnic areas with shade shelter;
- Turf space large enough for pick-up softball game or recreational soccer;
- Court games: tennis, full court basketball, turf or sand volleyball, handball;
- Free play area;
- Storage area.
- Picnic table(s) with tree shading;

Parking

- Typically on-street; on-site parking provided only when necessary or required by use or neighborhood demand;

Lighting

- Security lighting only; no sports facility lighting.

Restrooms

- Provide a restroom building to allow programming in the park.

(c) **Specialty Parks**

There are two Specialty Park sites within the East Elk Grove Specific Plan. One of these, the Town Center Park, is a seven-acre site northeast of the Town Green. This park may be used for any of the facilities listed above for Neighborhood Parks. Alternatively, or in addition, it may be used as the location of an Aquatic Center and/or a Community Building. On-site parking and restrooms are anticipated at this Specialty Park. Lighting needs will be determined with the use of the site.

The other Specialty Park is a twenty-acre site located north of, and adjacent to, Elk Grove Creek. This park may be used for any of the facilities described above for the seven-acre Town Center Park. In addition, this park may include:

Facilities (Some or All)

- Group picnic areas to accommodate large and small groups, all shaded, some with shelters;
- Large outdoor shelter for picnic use, group use, and programming;
- A mix of youth and adult ball fields (softball, skinned ballfields, and soccer fields);
- Basketball courts, lighted tennis courts, or other sports facilities;
- High quality play areas, separated for pre-school and older children, with a variety of play experiences and adjacent sitting area;
- Water play, as appropriate;
- Drinking fountains;
- Clearly defined park entry with identifiable theme;
- Storage and maintenance service facility; and
- Restroom/Concession Building.

Parking

- On-site parking required as needed to meet County code.

Lighting

- Security and/or Sports Facility lighting.

Restrooms

- Restrooms required; may be provided as part of community building.

(d) Sports Park

The Elk Grove CSD has requested the reservation of a 32± acre site located along Waterman Road for use as a Sports Park. This site would most likely be used as a soccer complex with on-site parking and restrooms. It might also include lighting and a concession building.

The Sports Park site is to be purchased by the CSD for community-wide use. It will remain reserved for CSD purchase for three years after initial adoption of this Specific Plan. If, after three years, the CSD has not exercised its option to purchase, the affected landowners may develop the property consistent with the underlying zoning, as defined in Section Four, Land Use.

(e) Joint Use Facilities

Sacramento County and the Elk Grove CSD has established policies for development of joint use public facilities where feasible. Joint use involves the shared use, to the greatest extent possible, of land, capital facilities and costs, operation/maintenance costs, staff, and programming responsibilities among respective jurisdictions.

Joint use within the East Elk Grove Specific Plan can occur in several ways: school/park, water detention/treatment, and water detention/park. School/park joint use is provided by the combination of two elementary schools with neighborhood parks. Design of drainage facilities within the Plan area include a combination of stormwater treatment and detention functions.

The Elk Grove CSD has adopted specific policies regarding joint use detention/park facilities. Also, Volume 4 of the City/County Drainage Manual describes design criteria for such joint use facilities. The potential for joint use detention/park facilities within the Plan area is limited by the relatively small detention basin size and combination with stormwater treatment functions. However, design of detention basins within the Plan area should be reviewed by the Elk Grove CSD to determine the feasibility of a limited joint use facility. Since the Land Use Plan includes sufficient average for park lands based on projected demand throughout the Plan area, no expansion of detention facilities is necessary for joint use facilities.

*Conclusion*

The Specific Plan provides for a well distributed variety of parks consistent with the CSD Master Plan and the Sacramento County General Plan. Facilities to be installed in the parks will be determined by the CSD. The Sports Park is an optional site, reserved for three years for CSD purchase.

### 6.4.5. PARK POLICIES

The following policies shall apply to the East Elk Grove Specific Plan:

(1) Park facilities and locations shall be provided in conformance with the Elk Grove Community Services District's Master Plan.

(2) Park facilities shall be located throughout the Plan area, such that any resident has a short walk to access a park facility.

(3) The bicycle, pedestrian, and trail network should incorporate connections to and/or through the Plan area parks.

(4) Parks shall be designed to facilitate surveillance by adjoining residents and law enforcement services.

(5) Parks shall be designed, and on-site facilities oriented, such that noise and visual impacts upon neighboring residential properties is minimized.

(6) Prior to the approval of a final subdivision map, the applicant shall enter into an agreement with the Elk Grove Community Services District which incorporates agreed upon conditions of approval.

## 6.5. SCHOOL FACILITIES

### 6.5.1. INTRODUCTION

This section describes the existing, applicable school facilities in the area, service standards, development impacts upon school facilities, and planned facilities provisions. A project-specific policy section is also included. A discussion of school funding is included in the Financing Plan.

### 6.5.2. EXISTING CONDITIONS

The East Elk Grove Specific Plan area falls within the Elk Grove Unified School District (EGUSD) boundaries that cover a significant portion of south Sacramento County. Listed in Table 6.5-1 are current district statistics:

TABLE 6.5-1

ENROLLMENT/EXISTING AND PLANNED SCHOOLS

| | Total Enrollment | No. of Schools (Existing and Planned through 1997) |
|---|---|---|
| Elementary Schools (K-6) | 18,295 | 27 |
| Middle Schools (7-8) | 4,789 | 5 |
| Senior High Schools (9-12) | 8,282 | 5 |
| Special Programs | 856 | |
| TOTAL | 32,222 | |

EGUSD increases the efficiency of many of its elementary and junior high schools by instituting a year-round school system. This system allows maximum student populations to be increased by up to 20%, thereby reducing the number of required schools.

Each school within the EGUSD has its own attendance boundaries. Currently, students in the Plan area attend Elk Grove Elementary, Kerr Middle School, and Elk Grove High School. District boundaries for individual schools are periodically changed to adjust for changing student populations and adequate space within a given school boundary is not assured. According to EGUSD representatives, it is premature to predict the attendance boundaries of the schools that would ultimately serve the Plan area, as the boundaries would be predicated upon ultimate development of the area. Nevertheless, it is almost certain the middle and senior high school attendance boundaries will extend beyond the Plan area. The same may be true for elementary schools as well.

The school district must consider many factors when selecting a site for new schools. Factors pertinent to the Plan area include the Approach/Departure Zone for the Sunset Sky Ranch Airport, the high voltage transmission lines, existing wetlands, and flood plains. The California Department of Education (CDE) must review and approve all new school sites regardless of the funding source (Education Code 39000-39007 and Code of Regulations, Title 5, Education 14000-14046). Where a prospective school is within two miles of an airport runway, the CDE must request the Department of Transportation Division of Aeronautics, to investigate the site for safety considerations and make recommendations.

### 6.5.3. SERVICE STANDARDS

The Elk Grove Unified School District plans for school facilities based on its facilities Master Plan. The number, type and location of school facilities to serve the Plan area are determined subject to the criteria and standards set forth in the Master Plan. Student generation yields are estimated based on the number of proposed dwelling units against which factors are applied. The number of required schools are then calculated based on these student generation yields. The locations of required schools are then determined based on criteria set forth in the facilities Master Plan.

### 6.5.4. DEVELOPMENT IMPACTS AND PROVISIONS

The estimated number of students generated by the development of the Plan area is based on generation rates provided by the school district. The generation rates are based on Plan area's most recent census data. The Specific Plan proposes a maximum of 4,300 dwelling units. Table 6.5-2 shows the estimated student populations that will result from development of the Specific Plan:

TABLE 6.5-2

ESTIMATED STUDENT GENERATION

| | STUDENT GENERATION | | | | | |
|---|---|---|---|---|---|---|
| | Elementary | | Middle | | Senior High | |
| Dwelling Units | Factor | Students | Factor | Students | Factor | Students |
| 4,300 | 0.421 | 1,810 | 0.1006 | 433 | 0.1673 | 719 |

Total Number of Students: 2,962

*Required School Facilities*

To determine the number of schools necessary to support the number of students generated by the Plan area, the EGUSD employs maximum student capacities for each school level. The requirements are based on both 9-month and year-round school capacities as follows:

TABLE 6.5-3

MAXIMUM STUDENT CAPACITIES

| School Type | 9-Month | Year-Round |
|---|---|---|
| Elementary | 850 | 1,060 |
| Middle | 1,200 | 1,600 |
| Senior High | 2,000 | N/A |

Note: High Schools do not use the year-round schedule.

On the basis of the foregoing student generation rates and school capacities, the following numbers of schools per student level are needed to serve the Plan area:

TABLE 6.5-4

REQUIRED AND PROPOSED SCHOOLS

| Elementary | | | Middle | | | Senior High | | |
|---|---|---|---|---|---|---|---|---|
| Required | | Proposed | Required | | Proposed | Required | | Proposed |
| 9-Mo. Yr. Rnd | | | 9-Mo. Yr. Rnd | | | 9-Mo. Yr. Rnd | | |
| 2.13 | 1.71 | 2 | 0.36 | 0.27 | 0 | 0.36 | N/A | 0 |

On the basis of the criteria supplied by the EGUSD, the Plan area requires two elementary school sites. Middle school and senior high school sites are not required to be shown on the Land Use Plan. Other factors outside the control of this Specific Plan, such as student populations in surrounding areas, may influence the number and type of schools ultimately required to serve the Plan area.

*School Locations*

The EGUSD has requested that one school site be located in the north half of the Plan area, north of Elk Grove Boulevard and one in the south half, south of Elk Grove Boulevard. Figure 6.4-2 shows the proposed locations of the two required elementary schools. By locating the schools on either side of Elk Grove Boulevard, students will not necessarily have to cross an arterial street to access their school. Bussing of students to the elementary schools is not anticipated as the proposed schools are within the District's walking distance thresholds.

Both school sites are approximately ten acres in size, which conforms to the District's minimum site acreage requirement for elementary schools. Each school is also located adjacent to neighborhood parks, consistent with the County's joint use policies pertaining to shared facilities.

There area several policies in the Public Facilities Element of the General Plan that pertain to the siting of schools:

*PF-28*

*"Schools shall be planned as a focal point of neighborhood activity and interrelated with neighborhood retail uses, churches, parks, greenways and off-street paths whenever possible."*

*PF-33*

*"New schools should link with planned bikeways, pedestrian paths wherever possible."*

By their nature, schools are often a focal point of a neighborhood because they provide opportunities for group meeting space, recreational facilities, entertainment programs, and other activities. The two proposed elementary schools, because of their strategic locations in the Plan area, will provide focal points. Both of the proposed school sites are located adjacent to neighborhood parks providing joint use opportunities. Both school sites are also interconnected to the Plan's bicycle network that provides opportunities to directly access the many branches of the trail system, including green spaces, as well as on-street paths.

*PF-29*

*"New elementary schools in the urban area should be planned whenever possible so that almost all residences will be within walking distance of the school (one mile or less) and all residences are within two miles of a school."*

Both of the proposed school sites are located such that all residences in the Plan area are within a one mile walk of one of the school sites.

*PF-30*

*"New elementary and junior high schools shall be planned adjacent to neighborhood and community parks whenever possible and designed to promote joint use of appropriate facilities."*

Both school sites are located adjacent to neighborhood parks, each approximately eight acres in size. The principle of joint use of facilities will be taken into account when the designs of the facilities are ultimately prepared.

*PF-37*

*"Development projects shall not be approved unless the hearing body finds that provisions for reservation of school sites are adequate to meet the needs of the school district."*

Because the required facilities and locations of these facilities were developed with the close cooperation of the EGUSD, the provisions for reservations of school sites are adequate to meet the needs of the EGUSD.

*PF-38*

*"Specific Plans shall show the location of future school sites based upon adopted school district master plans and criteria in the General Plan, and shall include assurances of funding for acquisition."*

The number, type and location of the proposed school sites were determined based upon close cooperation with the EGUSD and its Master Plan. The applicable school location policies in the General Plan were taken into account in the siting of the school facilities. The Financing Plan provides a detailed discussion of the school funding issue.

*Conclusion*

The senior and junior high school students generated by development within the Plan area can be accommodated by off-site school facilities. The number of elementary school students generated by the Plan area requires the location of two schools within the Plan area, which are to be provided. The locations of the schools were determined through consultation with school district officials consistent with the district Master Plan.

### 6.5.5. ALTERNATIVE SCHOOL SITE

The California Transportation Division of Aeronautics (CTDA) has raised concerns regarding the southern school site due to safety considerations associated with the current operation of Sunset Sky Ranch Airport. For the same reason, no other site south of Elk Grove Boulevard may be acceptable. As a result, Figure 6.4-2 shows an alternative school site north of Elk Grove Boulevard. If the airport safety issues have not been removed or reduced to the satisfaction of the CTDA by the time a second school is needed, then the

alternative location will be designated as a primary school site and the southern site will revert to its underlying permitted uses as defined in Section 4.6-3(b).

The alternative school site, as shown on Figure 6.5-1, will remain designated as a school site by this Specific Plan until such time as one of the following occurs:

1. The southern school site is developed as a school; or

2. The EGUSD provides a written statement indicating preservation of the alternative site is no longer needed.

### 6.5.6. SPECIFIC PLAN POLICIES

(a) Provide the number, type, design, and location of school facilities consistent with the Elk Grove Unified School District's Master Plan.

## 6.6. LIBRARY FACILITIES

### 6.6.1. INTRODUCTION

This section identifies existing library facilities, describes service standards to determine adequate facilities to serve the Plan area, and provides an overview of development impacts and facilities provision. Project-specific policies are also provided.

### 6.6.2. EXISTING CONDITIONS

Library facilities in the Elk Grove community are administered by the Sacramento Public Library Department. Residents of the Elk Grove community currently have access to a "Neighborhood Branch" library facility located at 8962 Elk Grove Boulevard, located approximately one mile east of the Plan area.

### 6.6.3. SERVICE STANDARDS

The Library's Master Plan assesses service and facilities needs. The Master Plan also includes standards and guidelines for determining future facilities needs. The Master Plan includes a directive that libraries provide a level of service dependent on the size of the population a facility is intended to serve.

### 6.6.4 DEVELOPMENT IMPACTS AND PROVISIONS

The Library Master Plan for Elk Grove does not include any future library facilities within the Plan area boundaries. A combined "regional" and "community" library facility is planned at the intersection of Elk Grove Boulevard and Williamson Drive, which will replace the existing neighborhood facility. This facility will provide library services for the entire Elk Grove community.

The adopted Elk Grove/West Vineyard Public Facilities Financing program provides for a development fee-based program to fund library facilities. A more detailed discussion of the Development Fee Program is included in the Financing Plan. The development fees collected as part of this Plan will be solely to fund the community portion of the planned library facility. The anticipated timetable for completion of the new regional/community facility is dependent upon an adequate level of funding; therefore, no construction date has been set at this time.

*Conclusion*

A combined regional and community library facility is planned to serve not only the Plan area, but the entire Elk Grove community. Therefore, no library facilities are planned within the Plan area. Construction of the regional and community facility is dependent upon an adequate level of funding which has not been secured at this time.

### 6.6.5. POLICIES

(a) Ensure that all Plan area residents have equal and adequate access to community library facilities.

# SECTION SEVEN

# INFRASTRUCTURE MASTER PLANS

## 7.1. WATER SUPPLY AND DISTRIBUTION

### 7.1.1. INTRODUCTION

The East Elk Grove Specific Plan area will obtain water service from two agencies: Zone 40 of the Sacramento County Water Agency and Elk Grove Water Works (EGWW). Zone 40 will serve as a water wholesaler, providing supply to EGWW who will in turn retail the water to customers in the Plan area. Zone 40 will own all water production, treatment, and transmission facilities. EGWW will own and operate all distribution facilities.

(a) SCWA/Zone 40

The Sacramento County Water Agency (SCWA) is a public non-profit water purveyor governed by the Sacramento County Board of Supervisors serving as the Agency's Board of Directors. SCWA may contract with the Federal Government under reclamation laws with the same powers as irrigation districts, and with the State of California and the Federal Government with respect to the purchase, sale, and acquisition of water. SCWA may also construct and operate facilities.

SCWA is responsible for development and implementation of a Water Management Plan for Zone 40. This Zone was created for the purposes of constructing facilities for the production, conservation, transmittal, distribution, and sale of ground and surface water, for the present and future beneficial use of the lands and inhabitants within the Zone.

The Zone 40 Service Area boundaries are shown on Figure 7.1-1. The portion of the Plan area north of Elk Grove Boulevard is already within the Zone 40 District boundaries; however, the area south of Elk Grove Boulevard must be annexed to Zone 40.

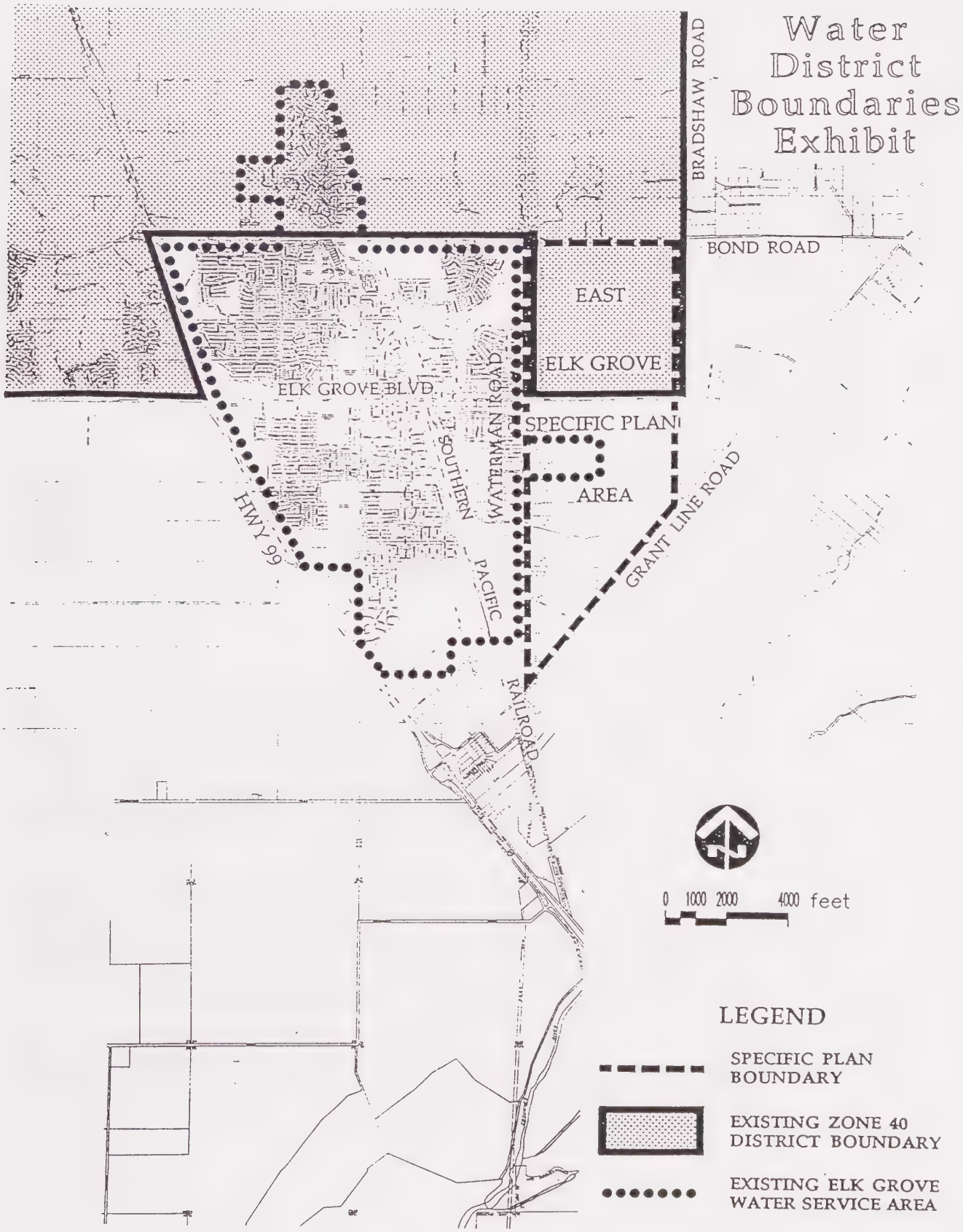



Figure 7.1-1
Water District Boundaries

(b) **Elk Grove Water Works**

The East Elk Grove Specific Plan falls within the Franchise Area of the Elk Grove Water Works Company (EGWW), a private, investor-owned water purveyor. EGWW currently provides service to about 6,500 customers west of the Plan area. As shown on Figure 7.1-2, approximately eighty acres of the Specific Plan area along Waterman Road are already within the EGWW Service Area. The remaining portion must be authorized by the California Public Utilities Commission (CPUC) for addition to the EGWW Service Area.

### 7.1.2. EXISTING CONDITIONS

Currently, there is no public water supply/distribution system in the Plan area; however, private wells pump groundwater for various agricultural, business, and domestic uses. Water supply is an issue of interest and concern throughout Sacramento County. To address the issue of supply, the County Water Resources Division is updating its Zone 40 Water Supply Master Plan. The main objective of the update is to develop a long-term plan for meeting future water needs through a conjunctive use of local groundwater supplies and surface water supplies.

The County Water Resources Division completed in June 1993, a County groundwater model. The model is an analytical tool which simulates the many components of the hydrologic system, including the movement of water from the surface to the groundwater within the individual acquifers of the basin. Phase 1 of the County Groundwater Study completed an analysis of the current situation and made the following findings:

> "In order to determine the recent trends in groundwater levels (as part of the Phase 1 Groundwater Model development), historical water levels at numerous wells in the County were reviewed (including the Zone 40 study area). In general, the water levels indicated seasonal fluctuations that range from 5 to 10 feet. This seasonal fluctuation in water levels is attributed to increased pumping in the summer and fall months that causes a seasonal decline in groundwater levels. The water levels recover in the winter and spring months when pumping is reduced and increased recharge occurs.
>
> Historical (1970-1990) groundwater levels in the Zone 40 study area have varied from year to year depending on the pumping and hydrologic conditions; however, water level measurements have indicated that water levels have largely stabilized at the present levels. As determined based on model runs in the Phase 1 - Sacramento County Groundwater Model Development, the stabilization in groundwater levels in this area is generally attributed to the reduction in agricultural pumping in the study area and adjacent areas that has occurred over the past fifteen to twenty years offsetting increased groundwater pumping for municipal and industrial uses during this same time period."

### 7.1.3. SERVICE STANDARDS

Sacramento County requires a public water system for any new residential subdivision with an average lot size of two acres or less. Water service will also need to be consistent with standards established by Elk Grove Water Works.

Water supply criteria is addressed in the Sacramento County General Plan under Policies CO-20 and CO-21, which read:

*CO-20*

*"In new development areas, as identified in Figure III-1 of the Land Use Element, entitlements for urban development shall not be granted until a Master Plan for water supply has been adopted by the Board of Supervisors and all agreements and financing for supplemental water supplies are in place. The land use planning process may proceed, and specific plans and rezoning may be approved."*

*CO-21*

*"The Master Water Plan shall include three planning objectives which direct the plan to consider alternate conservation measures, achieve safe yield of groundwater supply in conjunction with development in new urban growth areas, and formulate a five-year monitoring program to review water plan progress."*

The East Elk Grove Specific Plan is within one of the Urban Growth Areas identified on Figure III of the Land Use Element.

SCWA has satisfied the objectives of CO-21 with current studies and programs as follows:

- SCWA, being a signatory to the statewide Memorandum of Understanding Regarding Urban Water Conservation, is moving forward with a conservation program that includes a suite of water conservation Best Management Practices, as identified in the Memorandum.

- The 1987 Water Supply Master Plan has identified a safe yield for groundwater extraction in the Zone 40 area which has not been exceeded based on the results of 1993 Sacramento County Phase 1 Groundwater Study.

- The ongoing Water Supply Master Plan Update reflects the commitment to monitor the 1987 Master Plan and update the necessary elements to reflect changing conditions.

To meet the requirements of CO-20, Zone 40 is currently underway with negotiations to secure supplemental supply from several different sources. To date, tentative agreements have been reached with SMUD, the U. S. Bureau of Reclamation, and the City of Sacramento. In addition, a planning effort known as the Sacramento Water Forum process has been organized to help further water supply solutions.

On November 7, 1995, the Board of Supervisors determined that efforts undertaken by the Sacramento County Water Agency to secure an interim source of surface water for Zone 40 through the transfer of water from water districts located in the northern Sacramento River basin were sufficient to meet the intent of General Plan Policy CO-20 for the Phase 1 projects associated with this Specific Plan. In addition, the Board determined that some of the proposed development is situated on land converted from prolonged irrigated agricultural use resulting in no increase in water usage. Development proposed beyond Phase 1 entitlements must justify compliance with Policy CO-20.

Another General Plan Policy which addresses water supply is CO-23:

*CO-23*

*"Subdivisions and Parcel Maps shall be required to demonstrate adequate quantity and quality of groundwater prior to approval of residential lots in areas of the County where supply and quality are doubtful."*

The Zone 40 Water Supply Master Plan Update will address both quantity and quality and will identify the means and infrastructure necessary to meet the adequacy requirements of this policy.

### 7.1.4. DEVELOPMENT IMPACTS AND PLANNED IMPROVEMENTS

#### (a) Demand Estimates

Annual water demands are a function of land use. Table 7.1-1 applies demand factors to each land use category to estimate the annual water demand that development of the Plan area will require. These demand factors are taken from data being developed for the Zone 40 Water Supply Master Plan Update and are consistent with the types of development proposed for the Specific Plan area.

TABLE 7.1-1

ESTIMATED WATER SUPPLY REQUIREMENTS

| LAND USE | AREA (ACRES) | DEMAND FACTOR (AC-FT/YR) | ANNUAL DEMAND (AC-FT/YR) |
|---|---|---|---|
| Rural Estates | 28 | 1.65 | 47 |
| Single-Family Low Density | 953 | 3.57 | 3,392 |
| Commercial | 24 | 3.40 | 81 |
| Industrial | 95 | 3.40 | 323 |
| Schools | 21 | 4.28 | 90 |
| Parks | 92 | 4.28 | 411 |
| Open Space and Right-of-Way | 227 | 0.26 | 59 |
| | | TOTAL | 4,403 |

(b) Water Facilities Master Plan

While the Zone 40 Water Supply Master Plan Update anticipates other sources of supply, SCWA's planning standards require construction of a system which will have the ability to supply the Zone 40 area by groundwater alone in select years (or portions thereof), if necessary. Therefore, infrastructure planning in this Specific Plan is based on a 100% redundant groundwater supply system, consistent with SCWA's criteria.

The East Elk Grove Water Facilities Master Plan, shown on Figure 7.1-2, was developed in cooperation with Zone 40 and EGWW representatives. The following is an overview description of the Water Facilities Master Plan.

Zone 40 Facilities

Due to SCWA's groundwater redundancy planning standards, it is anticipated the maximum daily demand for full buildout of the Specific Plan area will likely eventually require development of 3 to 5 wells. One groundwater treatment facility will be necessary to reduce the possible iron and manganese content of the groundwater. Raw water pipelines will deliver the groundwater from the wells to the treatment plant. Ultimately, a regional storage and pressurization facility will also be needed to serve the Specific Plan and surrounding development.

The treatment and storage facilities will preferably be located together at a common site. According to Sacramento County Water Resources Division representatives, the master planning of Zone 40 improvements indicates a need for a 3.0± acre site in the general vicinity of the intersection of Bond and Waterman Roads.

Zone 40 Transmission mains, capable of delivering both surface water and groundwater, are planned within major streets on approximately a one mile grid. The sizes of new transmission mains needed to accommodate the development of the Plan area were established by the County Water Resources Division using a computer model of anticipated demands.

Figure 7.1-3 shows the existing network of Zone 40 Transmission Mains. A one mile off-site Zone 40 Transmission Main extension will be necessary on Bond Road from Elk Grove-Florin Road to Waterman Road. To account for the amount of water delivered from Zone 40 to EGWW, there will be two metered connections, located on Bond Road at its intersections with Waterman and Bradshaw Roads.

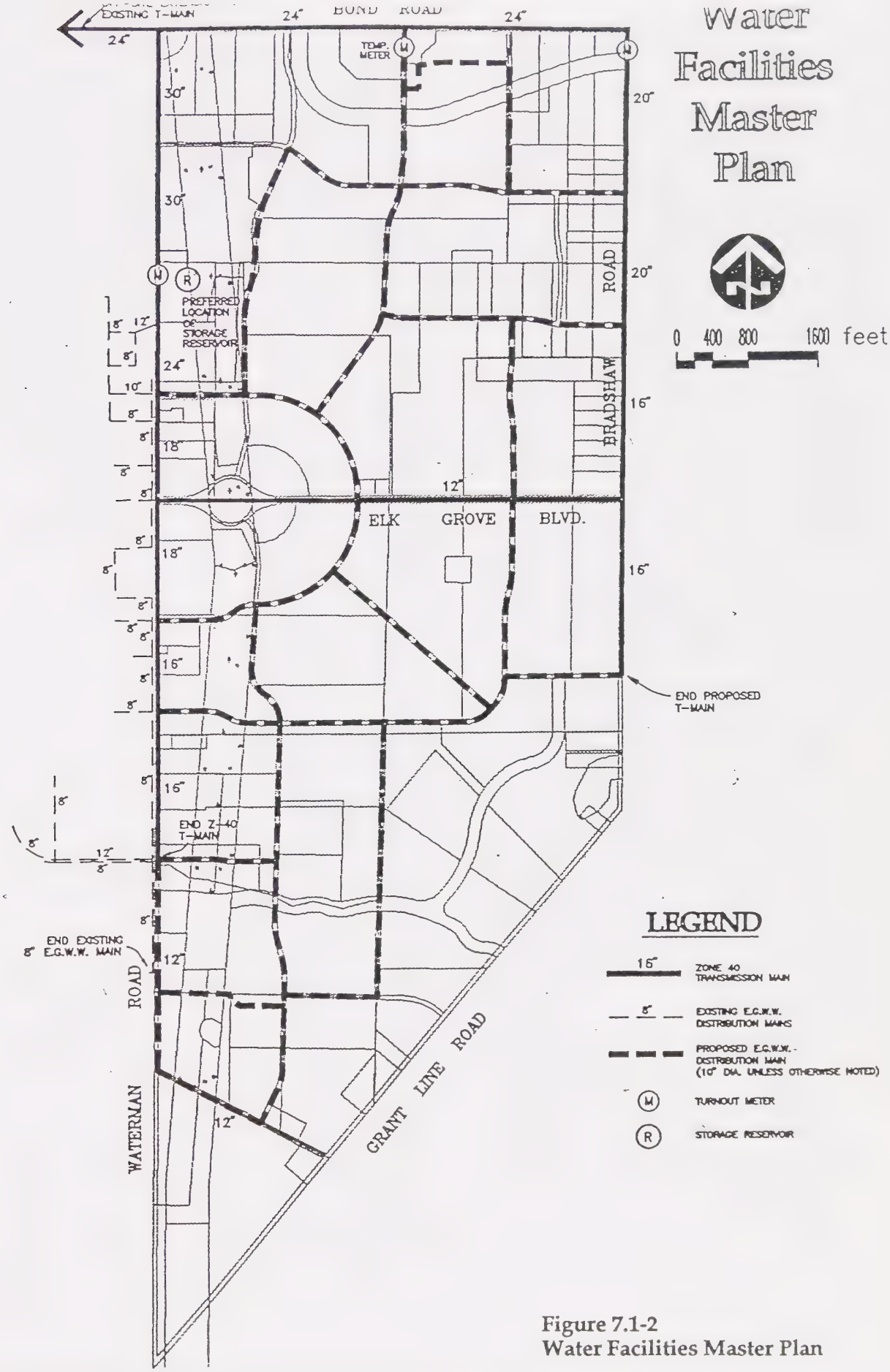



Figure 7.1-2
Water Facilities Master Plan

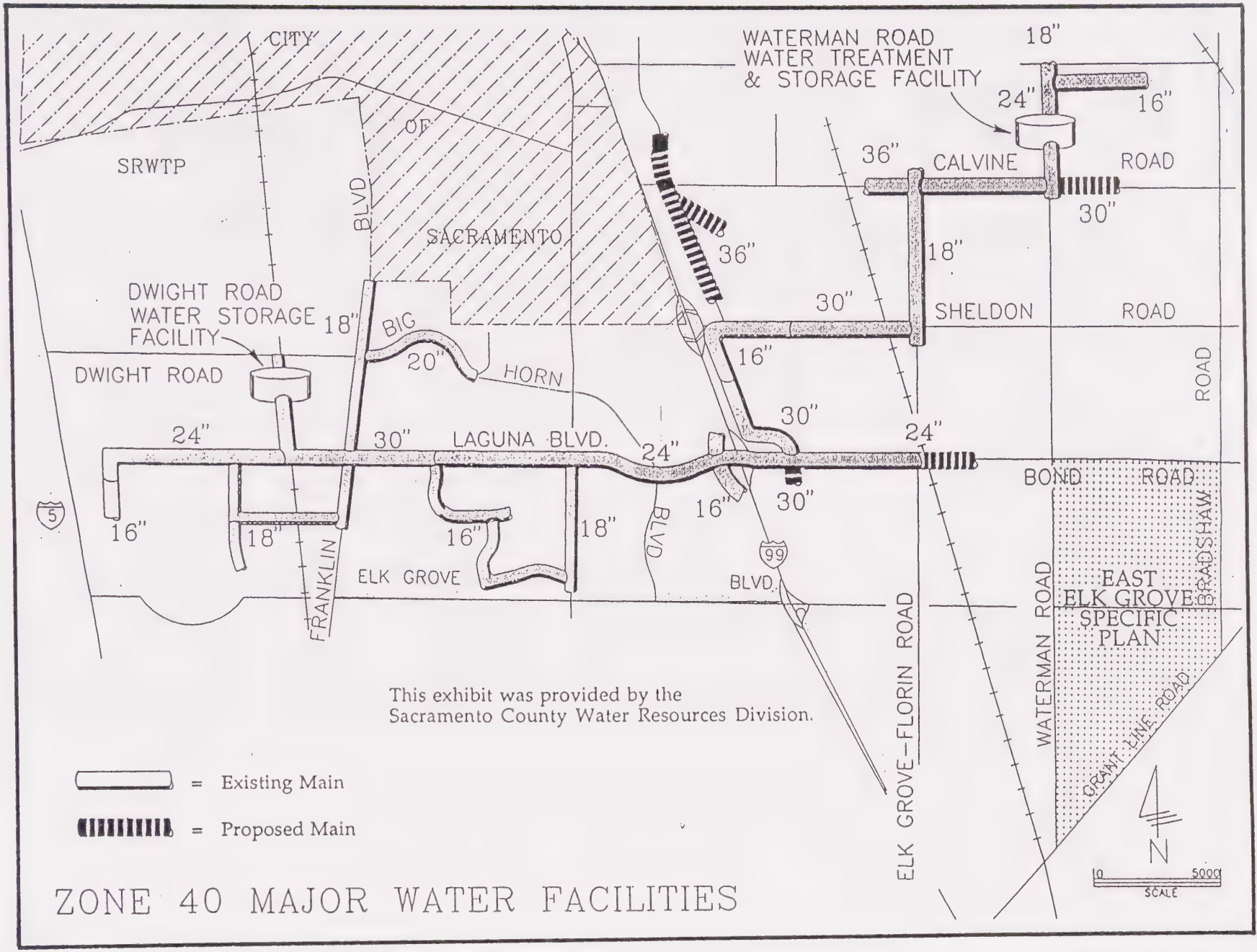



**Figure 7.1-3**
**Existing Zone 40 Facilities**

EGWW Facilities

Construction of a connection between the Zone 40 and EGWW systems is underway and should be completed in the very near future. This connection makes the wholesaling of water from Zone 40 to EGWW possible. Figure 7.1-2 shows the proposed backbone EGWW distribution system within the Plan area consisting of 10-inch water lines, located in the primary residential streets on approximately a one-quarter mile grid. In addition to this primary distribution grid, there will also be smaller distribution water lines in the local residential streets.

The size of water lines in non-single family areas and the location of fire hydrants will be determined with input from EGWW and the Elk Grove Community Services District Fire Department at the time final improvement plans are prepared.

It is anticipated that the distribution portion of the East Elk Grove Specific Plan water system will be independent from the existing EGWW system. However, it may be appropriate to include a back-up supply connection to the existing EGWW system. Such a connection might be used to provide a secondary source of supply in the event of a fire or waterline break.

(c) Water Supply Master Plan

The Zone 40 Water Supply Master Plan identifies water demands, water quality of supply sources, groundwater availability, sources of water supply, and facility requirements. The Plan also identifies alternative combinations of water conservation, groundwater, surface water, and reclaimed water supply sources that could be implemented. From these alternatives, a preferred alternative will be selected. The Master Plan is designed with a maximum level of flexibility to provide for the ever changing climate in water supply issues locally and statewide. Included as part of the Update is a program for re-evaluating the Master Plan Update in the event assumptions in water demands, water supply sources, or facilities change from those used in the preferred alternative.

(d) Efforts of SCWA in Acquiring "Firm" Surface Water

The Zone 40 Water Supply Master Plan Update study area has an expected water demand under General Plan buildout of approximately 64,000 acre-feet per year to be met with water conservation, groundwater, surface water, and reclaimed sources. The County is proceeding to secure surface water supplies by obtaining new contract water under Public Law 101-514 ("Fazio" water), by negotiating a surface water assignment from the Sacramento Municipal Utility District (SMUD), and by transfers from water districts located in the north Sacramento River basin.

New Contract Water

Public Law 101-514 directs the Secretary of the Interior to enter into municipal and industrial water supply contracts with the SCWA and San Juan Suburban Water District (San Juan). Under this law, SCWA is to receive a contract that provides up to 22,000 acre-feet of surface water annually to SCWA, and SCWA is allowed to enter into a subcontract with the City of Folsom for up to 7,000 acre-feet annually. It is anticipated that this project will provide a permanent water supply to Zone 40 of up to 15,000 acre-feet. The actual amount will be based on the quantities of water actually needed, after considering reasonable efforts on the part of the Agency, San Juan, and Folsom to fully utilize existing water right entitlements, implement water conservation programs, and implement programs designed to maximize conjunctive use. An Environmental Impact Statement/Environmental Impact Report is being developed as a requirement for contracting with the Bureau of Reclamation. The environmental review process should be completed by January 1997.

Transfers and Contracting of Existing Surface Water Entitlements

The Sacramento Water Policy supports the development of water transfers and water contracts with existing entitlement holders. An agreement-in-principle has been signed between SMUD, the City of Sacramento, and SCWA for the assignment of 15,000 acre-feet per year of water under SMUD's existing entitlements to be treated and conveyed through the City's facilities to Zone 40. The agreement calls for the City to supply up to 5,000 acre-feet per year to SMUD for the purpose of operating SMUD's proposed cogeneration facilities at the Campbell Soup Plant and the Proctor and Gamble Plant, both located within the City's place-of-use for American River water. This reduces the need for both users to extract groundwater. The proposed water assignment is currently in the environmental review process and should be completed by the end of 1995.

SCWA has entered into an interim wheeling agreement with the City of Sacramento and has constructed the necessary facilities to pass water purchased by Zone 40 through the City's treatment plant and convey the water to Zone 40. SCWA has contracted with Browns Valley Irrigation District to purchase 2,000 acre-feet of surface water for Zone 40 on an annual contract basis. The Board of Supervisors has determined that efforts undertaken by SCWA to secure and interim source of surface water is sufficient to meet the needs of Phase 1 projects.

(e) Water Forum Process

In September 1993, the City/County Office of Metropolitan Water Planning initiated an effort through community participation to formulate a plan for the Sacramento County-wide area, excluding the Delta, which would provide an adequate, safe, and reliable water supply in an environmentally sound and cost-effective manner. The Forum working group consists of thirty-two people from environmental, business, development, water purveyors, City and County government agriculture, and public interest groups. The intended outcome of the Forum process will be to produce a set of agreements in the form of written recommendations to accomplish the above stated mission and goal, along with an implementation to carry out these agreements. SCWA intends to use the resulting recommendations and implementation plan to guide the efforts in Zone 40 to secure supplemental water supplies to augment groundwater. The Forum process is expected to reach resolution by early 1996.

## 7.2. SANITARY SEWER FACILITIES

### 7.2.1. INTRODUCTION

The following is an overview of the Sewer Master Plan for the Specific Plan area. A more detailed discussion of the sewer system design is available in Appendix I

The Sacramento County General Plan Policy PF 14 states:

*PF-14*

*"Independent communities sewer systems shall not be established for new development."*

Therefore, to receive sewer service, the East Elk Grove Specific Plan area will need to be annexed into the Sacramento County Sanitation District No. 1 (CSD-1) and the Sacramento Regional County Sanitation District (SRCSD). These districts own and operate trunk and interceptor sewer systems throughout Sacramento County, as well as the Regional Treatment Plant.

### 7.2.2. EXISTING CONDITIONS

Currently, a public sewage system does not exist within the Plan area; however, existing facilities extend to the project boundary at two locations and within one-half mile at another location. As shown on Figure 7.2-1, these existing sewer mains are west of the Plan area. According to analyses by the County's Water Quality Division, the combined capacity of downstream facilities are sufficient to serve the development proposed in this Specific Plan.

### 7.2.3. SERVICE STANDARDS

The Sacramento County General Plan has set a County-wide policy to provide public sewer service for new residential developments of densities greater than one unit per acre. This policy also applies to industrial and commercial developments. As a result, the Specific Plan must be served by a public sewer system.

### 7.2.4. DEVELOPMENT IMPACTS AND PLANNED IMPROVEMENTS

#### (a) Service Area Limits

The Specific Plan has been divided into three major sewer service sheds, which are shown as Sheds A, B, and C on Figure 7.2-1. The boundaries of the major sheds were established based on analysis of topography and the ability to sewer the proposed development by gravity.

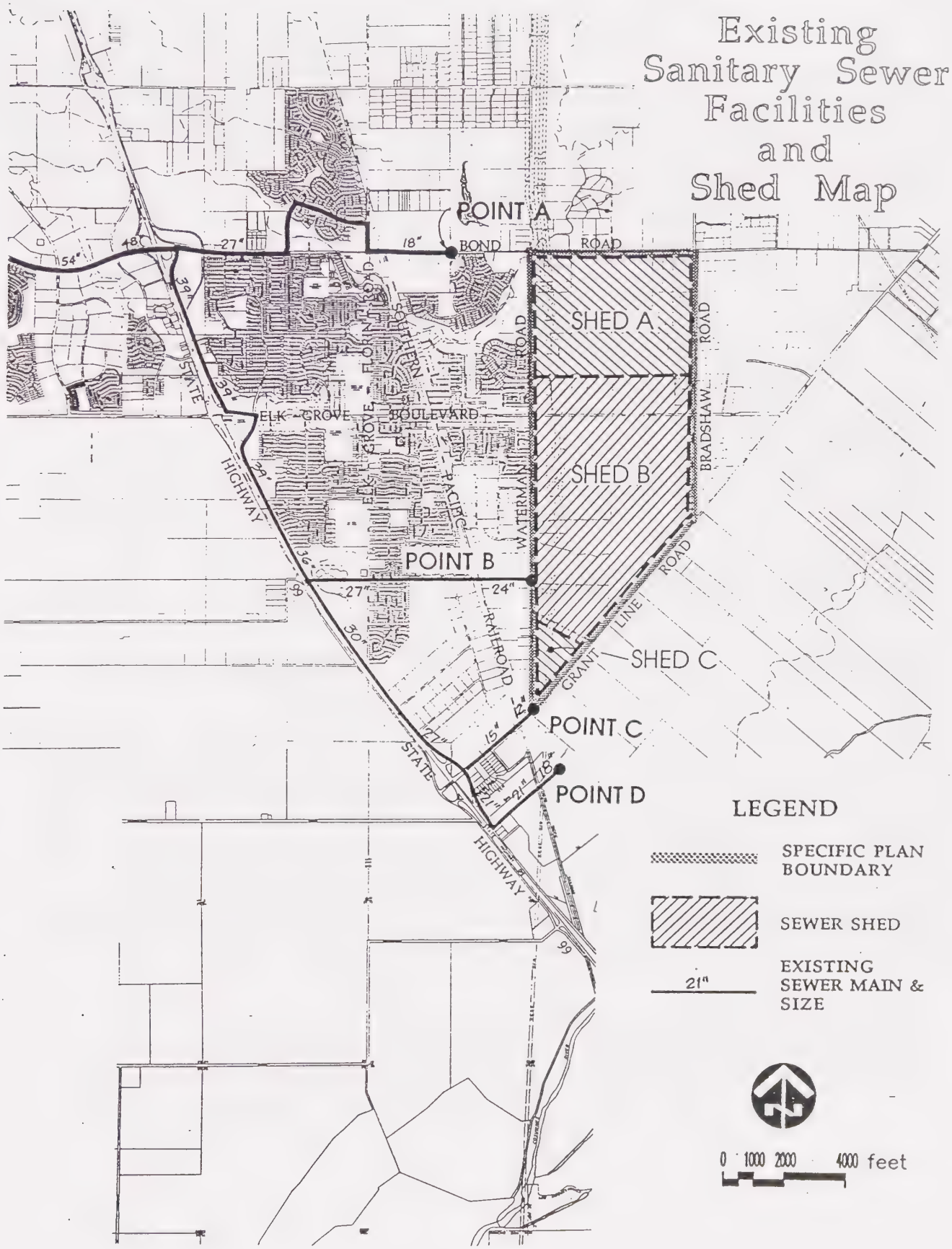



Figure 7.2-1
Sanitary Sewer Sheds and Existing Facilities

Generally, Bradshaw and Grant Line Roads are the upstream limits of the service areas for the sewer collection systems to be constructed within the Plan area. However, the facilities in Shed B are sized to accommodate flows that would be generated by the equivalent of 400 single-family dwelling units (EDU's) east of Bradshaw Road. Adding these flows to the Shed B system will reduce maintenance requirements in the existing 24-inch pipeline west of Waterman Road (downstream of Point B, Figure 7.2-1). This off-site flow addition will also allow the new Shed B pipes to be constructed at slightly flatter slopes, thereby eliminating the need for a lift station within the Specific Plan area. Accommodating future development is consistent with the County's General Plan Policy PF-9, which states:

*PF-9*

*"Design trunk and interceptor systems to accommodate flows generated by full urban development at urban densities within the ultimate service area. This could include phased construction where deferred capital costs are appropriate."*

In addition, General Plan Policy LU-60 reads as follows:

*LU-60*

*"Sewer and water treatment and delivery systems shall not provide for greater capacity than that authorized by the General Plan."*

The General Plan acknowledges that ultimate development in Sacramento County will ultimately extend beyond its Urban Policy boundary (the limit of urban-type development in the twenty-year horizon of the General Plan). This acknowledgment is made in part through inclusion of an Urban Services boundary. This line establishes the area for which infrastructure improvements are to be sized. The Urban Services boundary in this portion of Sacramento County is along the west side of the Deer Creek/Cosumnes River floodplain well east of Bradshaw Road. Therefore, oversizing to accommodate future development east of Bradshaw and Grant Line Roads is consistent with General Plan Policy LU-60.

Much of the area east of the Urban Policy Line (Bradshaw and Grant Line Roads) cannot be served by gravity alone and lift stations and/or pump stations will be needed to overcome elevation problems. As a result, it is not necessary to specify the exact area contributing this off-site flow, because the 400 EDU's could be pumped from many locations into the Shed B system.

(b) **Flow Estimates**

Using methodology established in the *"Sacramento Sewerage Expansion Study"*, the estimated peak wet weather flows are as follows:

| | |
|---|---|
| Point A | 1.49 mgd |
| Point B | 2.77 mgd |
| Point C | 0.27 mgd |

(c) **System Layout**

Figure 7.2-2, the Sewer Infrastructure Master Plan, shows a backbone system which will serve the proposed development of the Specific Plan. These backbone sewer lines have generally been located within existing and proposed roads. Based on the Master Plan included herein, the entire Specific Plan area can be served by gravity without the need for a lift station.

In Sacramento County, sewer systems serving flows of 1.0 mgd or more are considered "trunk". Systems conveying flows in excess of 10 mgd are defined as "interceptors".

Flows reach the trunk threshold (1 mgd) in Sheds A and B, but not in Shed C. There are no interceptor pipelines required to serve the project; however, both trunk and smaller systems will be included. A draft County-wide Sewer Master Plan entitled *"The Sacramento Sewerage Expansion Study"* proposes the construction of a 72-inch interceptor sewer pipeline which would ultimately serve the northern portion of the Plan area. The exact alignment and schedule for construction of this "Laguna Creek Interceptor" have not been established. However, currently available information indicates it would not be constructed within the boundaries of the Specific Plan. Furthermore, because there is available capacity in the existing downstream systems, development of the Specific Plan can proceed independent of, and prior to, construction of the Laguna Creek Interceptor.

In addition to the sewer lines shown on the Master Plan, there will be other sewer collection pipes throughout the Plan area. The size and location of these additional pipes will be determined at the time final improvement plans are prepared.

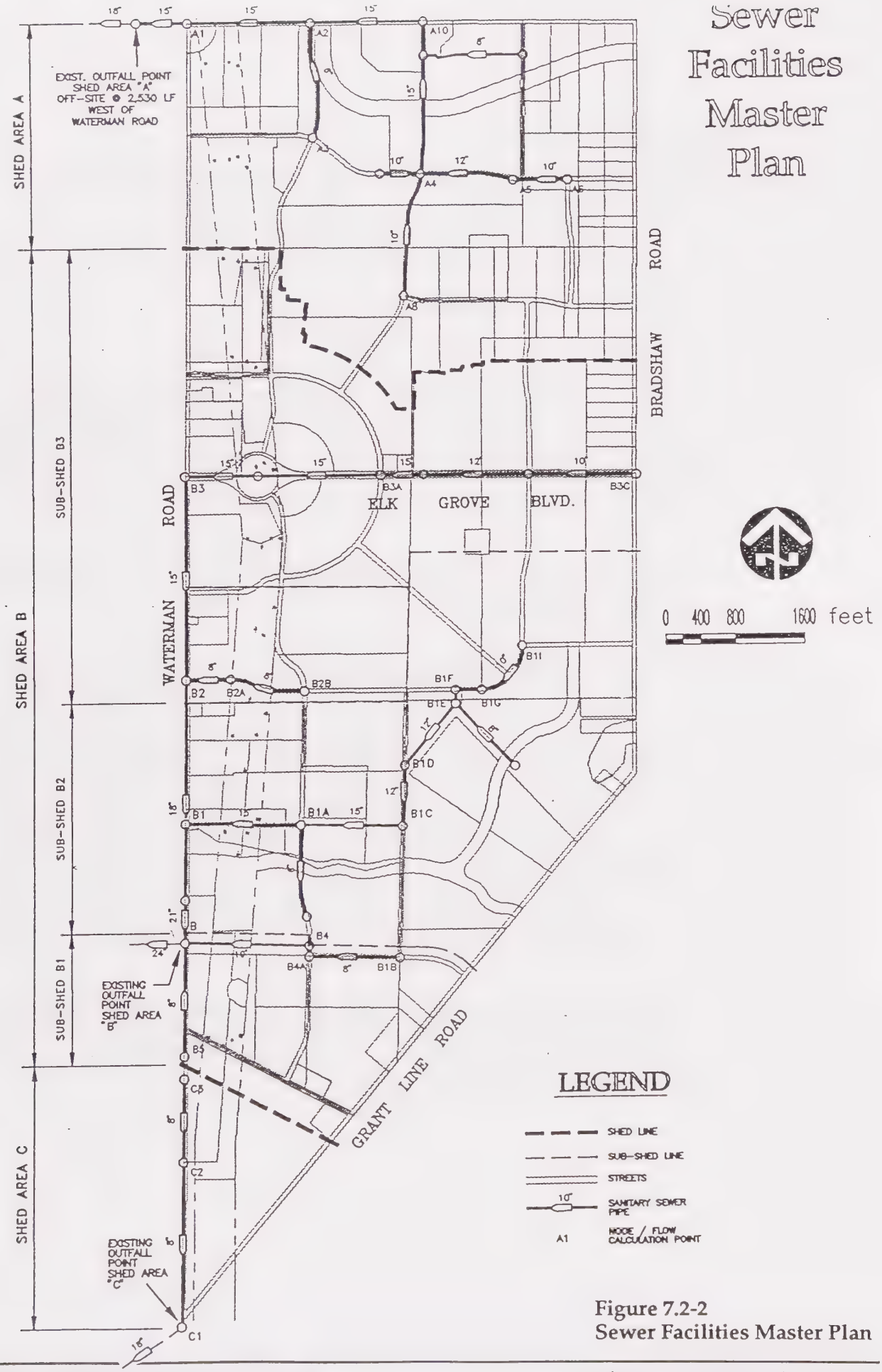



**Figure 7.2-2**
**Sewer Facilities Master Plan**

## 7.3. DRAINAGE

### 7.3.1. INTRODUCTION.

The following discussion is a summary of the drainage information included in Appendix J to this Specific Plan. The East Elk Grove Specific Plan area is divided by three major drainage sheds as shown on Figure 7.3-1.

**(a) Northern Drainage Shed**

Approximately 340 acres of the northern portion of the Specific Plan area are part of a large 1,410 acre drainage shed which drains into Laguna Creek near Bond and Waterman Roads, just north of the Specific Plan area. The bulk of this shed lies upstream of the Plan area, east of Bradshaw Road.

**(b) Central Drainage Shed**

The Central Drainage Shed includes 460 acres, all of which are contained within the Specific Plan area. This basin is bounded by Waterman and Bradshaw Roads to the east, and is bisected by Elk Grove Boulevard

**(c) Southern Drainage Shed**

The Southern Drainage Shed contains a total of 1,016 acres, 536 of which are within the Specific Plan area. This basin is the headwaters of the Elk Grove Creek watershed. Two upstream, off-site portions of the shed drain through the Specific Plan area. Both off-site areas are mostly agricultural-residential in nature.

**(d) Mosher Road Shed**

The Mosher Road Shed is a small 47-acre shed located at the southernmost portion of the Specific Plan area. The basin is triangular in shape, being formed by Waterman Road to the west, Grant Line Road to the south and east, and by a line parallel to, and approximately 640 feet south of Mosher Road.

### 7.3.2. EXISTING CONDITIONS

**(a) Northern Drainage Shed**

Low flows from the upstream, off-site portion of this Northern Shed are contained within a small man-made channel. This existing channel makes several turns through the site and then runs parallel to Bond Road to a point approximately one-quarter mile east of Waterman Road where it crosses under Bond Road through twin 9′ x 5′ box culverts and continues northwest for approximately 600 feet to Laguna Creek.

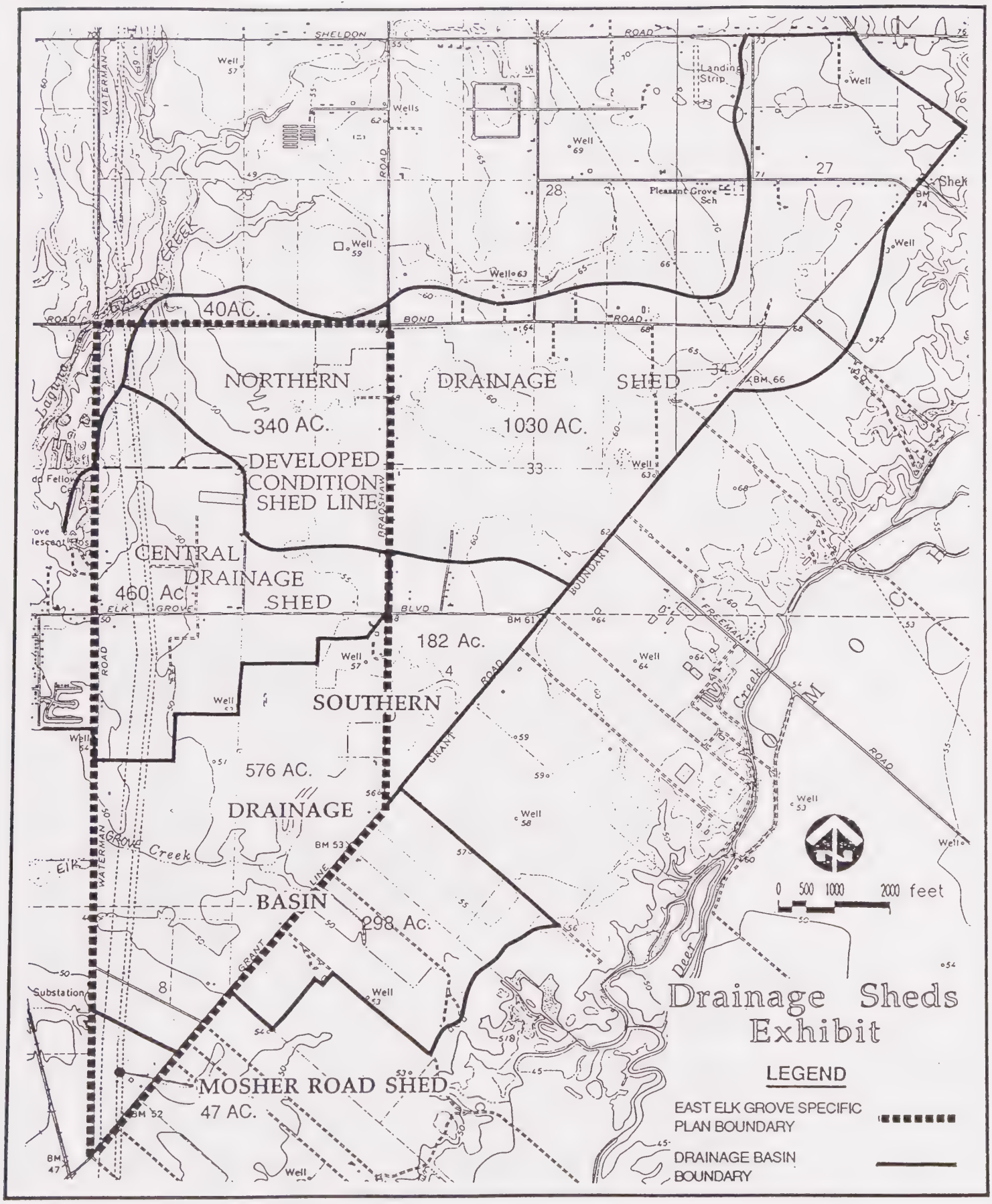



Figure 7.3-1
Drainage Sheds

During high flow events, the capacity of this small channel is exceeded and the excess flow is carried in a very broad, shallow floodplain which travels southwest from Bradshaw Road before curving northwest towards the Bond Road culvert. The existing condition 100-year floodplain varies in width from 250 feet to 1,100 feet, as shown on Figure 7.3-2.

(b) Central Drainage Shed

There is no dominant drainage feature within this shed. Drainage is carried from east to west by a combination of sheet flow, shallow swales, and roadside ditches, and ultimately exits the site at two locations on Waterman Road in 72-inch and 54-inch storm drain pipes. These pipes empty into an 84-inch pipe in Waterman Road approximately 350 feet south of Elk Grove Boulevard. The 84-inch pipe carries drainage west through an existing subdivision before turning south and emptying into a man-made channel which drains into Elk Grove Creek.

(c) Southern Drainage Shed

Drainage is carried westerly through the site in Elk Grove Creek. Because this creek is shallow and brushy, it has limited capacity within its banks. At Waterman Road, the creek exists the site via three 38" x 57" CMP culverts which drop into a man-made trapezoidal channel draining west through an existing industrial park. Upstream of Waterman Road, the existing creek does not have sufficient capacity to carry the 100-year flow within its banks. Currently, during the 100-year storm, flows spill out onto a wide floodplain which varies in width from 200 feet to 1,200 feet. (See Figure 7.3-2.)

(d) Mosher Road Shed

Because of the flat terrain, it is difficult to precisely define the drainage patterns of this shed. Generally, drainage from the site flows south towards the intersection of Grant Line and Waterman Roads. Drainage passes under Waterman Road and travels southeast along Grant Line Road for approximately 500 feet. At this point, drainage passes under the Southern Pacific Railroad, then immediately turns south under Grant Line Road. Drainage is carried south adjacent to the railroad for approximately 6,000 feet before turning southeast, passing under the railroad and continuing southeast for approximately 1,600 feet where it joins Deer Creek.

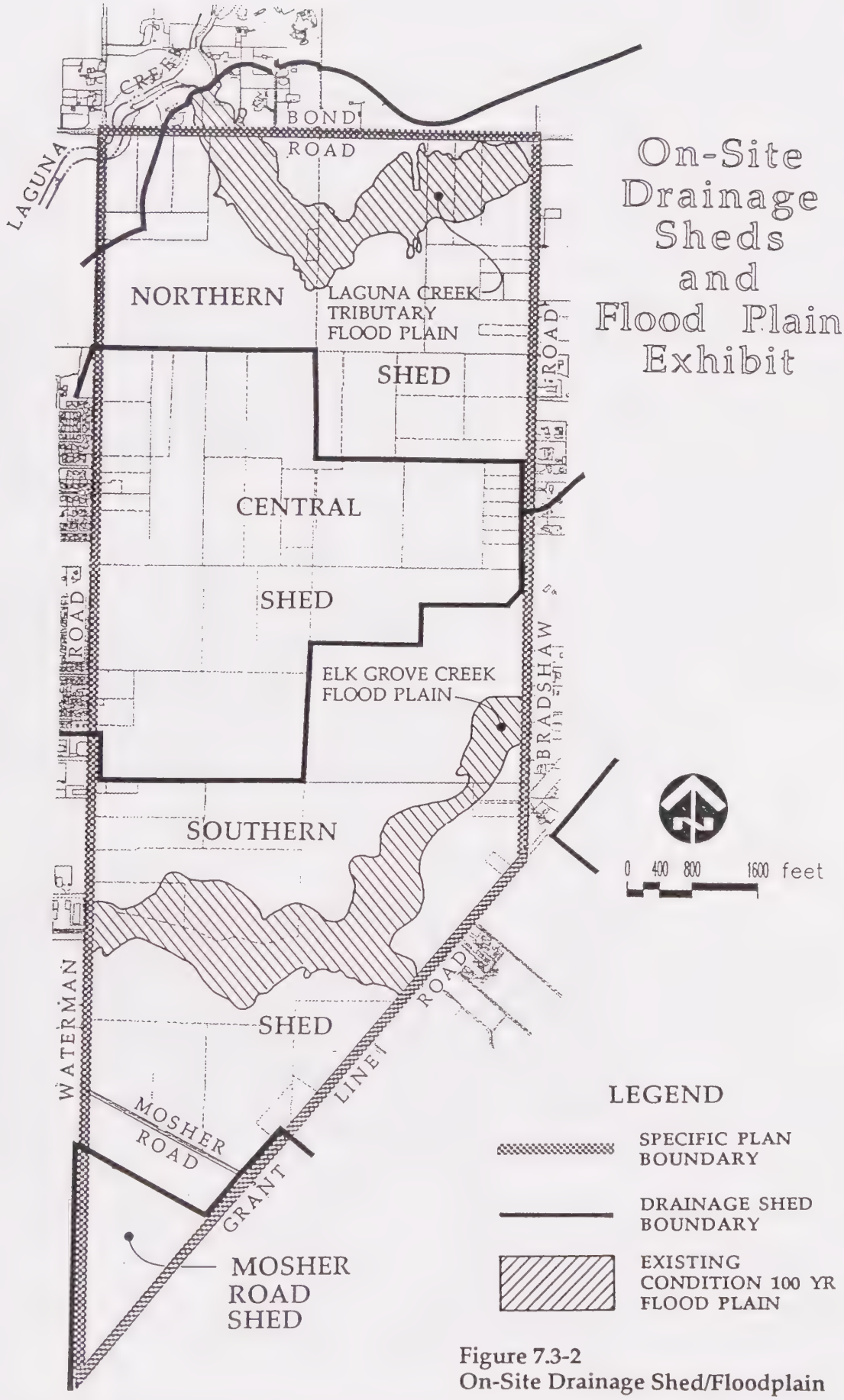



**Figure 7.3-2**
**On-Site Drainage Shed/Floodplain**

### 7.3.3. SERVICE STANDARDS

The Sacramento County Water Resources Division is required to follow specific guidelines in the maintenance and construction of drainage facilities. The Water Resources Division must ensure that all structures are protected from the 100-year (i.e., 1%) flood event. The Division must also ensure that all roads are protected from the 10-year (i.e., 10%) flood event. The Water Resources Division is also responsible for implementing a program to mitigate the stormwater quality impacts of urban development. Requirements for the construction of drainage facilities are found in the Sacramento County Water Agency Drainage Ordinance and the Sacramento County Improvement Standards. These standards are set by the Sacramento County Board of Supervisors.

### 7.3.4. DEVELOPMENT IMPACTS AND PLANNED IMPROVEMENTS

#### (a) Peak Flow Calculations

The results of the hydrological analyses for the various sheds are listed below:

PEAK FLOWS (C.F.S.)

| LOCATION | TOTAL AREA (AC) | EXISTING CONDITION 10-YR. | EXISTING CONDITION 100-YR. | DEVELOPED CONDITION 10-YR. | DEVELOPED CONDITION 100-YR. |
|---|---|---|---|---|---|
| Northern Shed | | | | | |
| Bradshaw Road | 970 | 263 | 432 | 534 | 731 |
| Bond Road | 1,370 (Existing)<br>1,417 (Future) | 353 | 579 | 609 | 871 |
| Laguna Creek | 1,410 (Existing)<br>1,457 (Future) | 361 | 592 | 613 | 881 |
| Central Shed | | | | | |
| Waterman Road | 460 (Existing)<br>413 (Future) | 210 | 345 | 286 | 428* |
| Southern Shed | | | | | |
| Bradshaw Road | 182 | 77 | 125 | 152 | 216 |
| Grant Line Road | 298 | 112 | 182 | 221 | 308 |
| Confluence Point | 696 | 245 | 404 | 409 | 626 |
| Waterman Road | 1,056 | 308 | 513 | 506 | 789* |

* Detention will reduce these flows to existing condition rates.

### (b) Drainage Master Plan Formulation

The drainage analysis included in Appendix J develops a Master Plan for improvements needed to accommodate the proposed urbanization of the Specific Plan area.

General Plan Policies which guided the formulation of the drainage planning for this Specific Plan are listed below.

*CO-9*

*"Community and Specific Plans shall specify urban runoff control strategies and requirements, consistent with Master Drainage Plans and Public Works urban runoff management program, for development in newly urbanizing areas and identify sites where retention and treatment are warranted consistent with discharge permit requirement and County-wide runoff measures."*

*CO-10*

*"Development within newly urbanizing areas shall incorporate runoff control measures in their design or participate in an area-wide runoff control management effort consistent with the urban runoff management program developed by the Public Works Department."*

*SA-5*

*"A comprehensive drainage plan shall be prepared for urbanizing streams and their tributaries prior to any development within the 100-year floodplain defined by full watershed development without channel modifications. The plan shall:*

*A. Determine the future 100-year flood elevations associated with planned and full development of the watershed;*

*B. Determine the future 100-year floodplain boundaries for both flood elevations (planned and full development) based on minimum 2-foot contour intervals;*

*C. Assess the feasibility of gravity drainage into the existing flowline of the stream;*

*D. Assess the feasibility of alternative means of drainage into the stream;*

*E. Identify potential locations for sedimentation ponds and other stormwater treatment facilities;*

*F. Determine the minimum lowering of the stream bottom necessary and develop a channel design consistent with General Plan Policies;*

*G. Determine the location and extent of marsh, vernal pool, and riparian habitat;*

*H. Develop measures for protecting and mitigating natural habitat; and*

*I. Develop measures to ensure vector abatement control. This policy is not applicable to downstream portions of urbanizing creeks identified as in-fill areas in Public Works Department policies for which the County does not intend to prepare master drainage plans."*

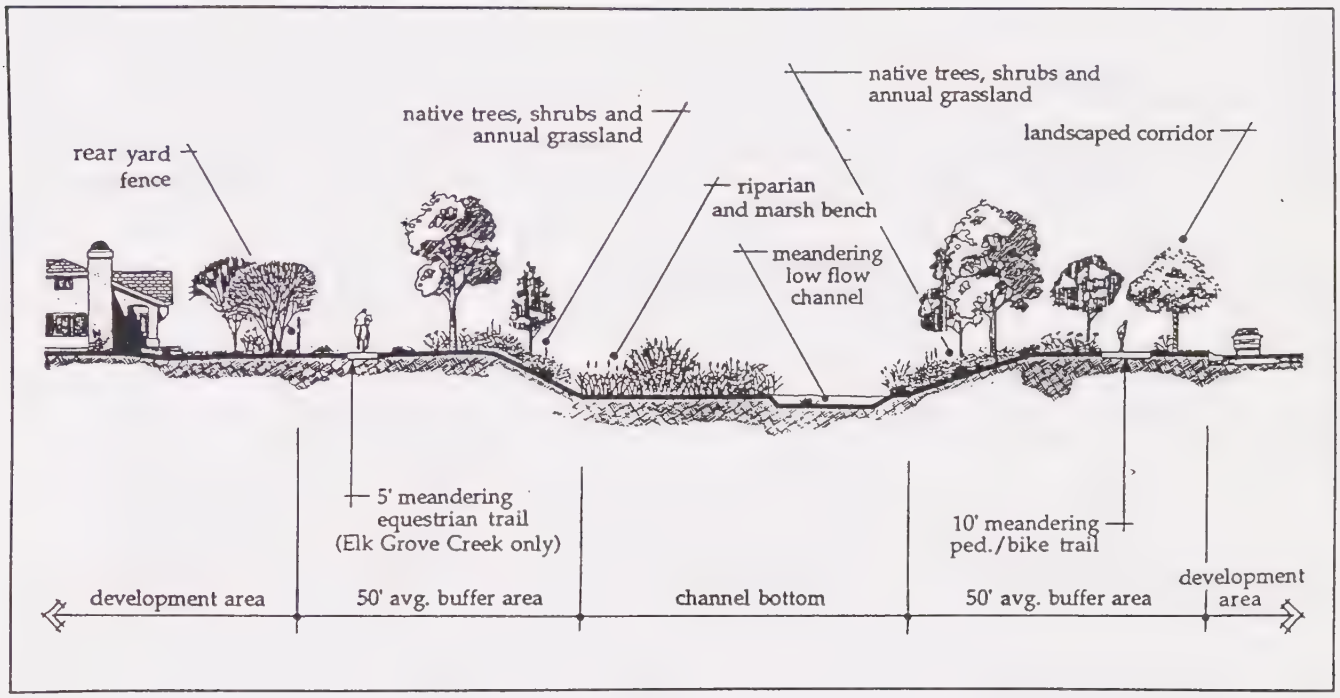



Figure 7.3-4
Conceptual Channel Design

The channels have been designed to meet the General Plan Policies listed below. Following each policy is an explanation of how channel planning by this Specific Plan is consistent with the General Plan.

*CO-107*

*"To the maximum extent practical, retain topographic diversity and variation when channels are realigned or modified, including maintaining meandering characteristics, varied berm width, naturalized side slope, and varied channel bottom elevation."*

Channel side slopes will vary between 3:1 and 5:1 and the alignment of the main channels and the low flow channels will meander within the drainage corridor to provide topographic diversity. In addition, landscaping and trail alignments can deviate to further create the diversity required by Policy CO-107.

*CO-108*

*"Natural appearance channels will be encouraged for watercourses in newly developing areas (outside of identified in-fill areas)."*

This drainage corridor landscaping will consist of native species of grasses, shrubs, and trees.

*CO-109*

*"Channel lowering shall occur after consideration of alternatives and only when it is necessary to accommodate the gravity drainage of storm runoff and/or accommodate flood flows under existing bridge structures."*

Both the Laguna Creek Tributary and the Elk Grove Creek channels must be deepened and widened to accommodate gravity drainage systems serving surrounding development areas. Alternatives are discussed in Appendix C; however, none are feasible.

*CO-110*

*"Channel modifications shall not prevent minimum water flows necessary to protect and enhance fish habitats, native riparian vegetation, water quality, or groundwater recharge."*

The project's open channel modifications are of two distinct classes: the northern channel is a new channel in a new alignment for the majority of its length; the Elk Grove Creek channel is a modification to an existing, very shallow and narrow channel. Both of these channel modifications provide for substantial increases in bottom width riparian and wetland zones to those which exists today. The existing northerly channel is dry for many months of the year and does not support resident fish populations. The Elk Grove Creek channel has similar flow regimes with a smaller upstream contributing watershed. Introduction of the urban environment typically yields increases in both dry weather and wet weather flows. Together with the increase in bottom width and overall wetland/riparian zones, the increased flows will enhance the potential to maintain and actually enhance aquatic habitats. The channels will be designed with a meandering low flow channel with adjacent wetland habitat benches. These low flow channels can be designed to be multi-threaded, creating islands of vegetation. The benches shall be designed with intermittent depressions which temporarily pond water, further enhancing aquatic habitat.

Both channels will convey low flow, first flush events to off-line stormwater quality detention basins. These basins require a diversion berm across the channel which will further pond low flows, again enhancing aquatic habitat.

The existing soil substrate is generally defined as relatively impervious to groundwater recharge. (See Section 3.6 and associated Geological/Geotechnical Report.) No impact on groundwater recharge potential is therefore anticipated.

*CO-111*

*"Improvements in watercourses in currently undeveloped areas will be designed for low maintenance. Appropriate Manning's 'n' values will be used in design of the watercourses to reflect future vegetative growth (including mitigation plantings) associated with the low maintenance concept."*

*CO-126*

*"Maintain streams to allow natural vegetation in and along streams, commensurate with flood control and public acceptance, to assist in removal of nutrients, pollutants, and silt."*

*CO-151*

*"Provide unobstructed water flows throughout the network of natural waterways by prohibiting blockage, tunneling, or obstruction of contiguous stream channels."*

In accordance with Policies CO-111, CO-126, and CO-151, the channels have been designed for 'n' factors of 0.06 which will accommodate heavy vegetative growth. This provision minimizes the amount of maintenance required, yet accommodates storm flows without inundating areas outside the drainage corridors.

*CO-115*

*"Sacramento County stream courses within the Urban Service Boundary shall be planned so as to protect natural values."*

The proposed channel modifications are necessary to accommodate development of surrounding properties and as such, the existing conditions will be altered. However, the natural habitat area for plant and animal species will be increased and improved with the channel modifications. The improved channel section will include natural vegetation and will be much wider than the existing channel, thereby providing an increased habitat area. The elimination of livestock grazing from the improved channel area will also increase the value of its natural habitat features.

*CO-117*

*"Provide a transition zone adjacent to stream corridors which incorporates:*

A. *A buffer zone on each side of the stream, between the outer edge of any existing or planned riparian or wetland vegetation and more intensive uses.*

B. *The transition zone for stream corridors shall provide sufficient width to allow a minimum 50 to 150-foot natural buffer, a 20-foot mowed fire break at the outer edge, sufficient additional width to provide for access for channel maintenance and flood control, and for planned passive recreation uses."*

C. *The width of the natural buffers shall be based on:*

   1) *quality and quantity of existing and planned habitat;*

   2) *presence of species, as well as species sensitivity to human disturbance;*

   3) *areas for regeneration of vegetation;*

4) *corridor for wildlife habitat linkage;*

5) *nature of planned urban uses adjacent to the corridor;*

6) *need for community greenways; and*

7) *the effective use of active barriers.*

D. *The transition zone shall not include containment ponds for other features implementing pollutant discharge requirements.*

E. *Master drainage plans may provide for other standards that meet the intent of this policy."*

As shown on Figure 7.3-4, a transition/buffer zone is included on both sides of the drainage channels. The width of this zone will vary due to the requirements of Policy CO-107, with a minimum "top of bank" section being 20 feet.

*CO-124*

*"Development projects adjacent to the Urban Stream Corridor shall provide unencumbered maintenance access to the stream as necessary and consistent with policies of this plan."*

A bike/pedestrian trail will be included along one side of both drainage channels. This trail will provide maintenance access along the entire drainage corridors. In addition, access ramps to channel bottoms may be deemed necessary and can be included in final designs.

In addition to carrying the ultimate 100-year flow, the improved channels will provide wetlands mitigation sites and habitat for a variety of plant and animal species. (See Biological Resources, Section 8.)

*Creek/Channel Crossings*

The channel in the Northern Shed will be moved south from its present alignment (along Bond Road) to take advantage of existing topographical conditions. The existing culverts under Bond Road do not have adequate capacity to pass the 100-year flow and will be augmented with additional box culverts. Two new street crossings of the Laguna Creek Tributary will each require the construction of multiple box culverts.

Because of the relatively small size of the Central Shed and because there is an existing pipe system downstream, channel improvements are not needed and the shed will be served by a pipe system.

In the Southern Shed, the improved Elk Grove Creek cross-section will vary depending on its location. The existing culverts at Waterman Road will require replacement with twin 10′ x 6′ concrete boxes. There are two new road crossings of Elk Grove Creek within the Plan area; both require multiple box culvert improvements.

General Plan Policy CO-119 states:

*CO-119*

*"Roads, parking, and associated fill slopes shall be located outside of the Urban Stream Corridor, except at stream crossings. Crossings shall be minimized and be aesthetically compatible with naturalistic values of the stream channel."*

In compliance with this policy, the roadways shown in Section 5, "Transportation and Circulation", have all been planned outside the Urban Stream Corridors. Final designs for other roadways, parking lots, and fill slopes have not been established, but must be consistent with this policy. There are only two crossings anticipated on each of the drainage channels, the minimum necessary to meet other circulation and land planning policies of the General Plan. No other roadway crossings are anticipated; however, various bike and pedestrian crossings of the drainage corridors are envisioned. Final design of all crossings will meet the requirements of this General Plan Policy.

*Flood Control Detention Basins*

Flood control detention for the 100-year peak flow will need to be provided in the Central and Southern Sheds, because of downstream capacity limitations. Sacramento County has determined that flood control in the Northern Shed would provide minimal or no benefits to Laguna Creek downstream from the Specific Plan area and as such, will not be included. The flood control detention basins in the Central and Southern Sheds will attenuate the increase in peak 100-year flow (due to urbanization of the entire sheds) to existing flow rates at Waterman Road.

The flood control detention basin in the Southern Shed will be an off-line facility, meaning it will be located adjacent to, but not within Elk Grove Creek. The detention basins in the Central Shed will be on-line with all flows passing through them.

The Mosher Road Shed is a small shed located at the upstream reaches of a watershed. The shed will be served by a pipe system and flood control detention is not necessary.

*Stormwater Quality Treatment Basins*

To reduce the impact of pollutants and sediment on downstream water courses, four stormwater quality treatment basins will be constructed within the Specific Plan area.

Each major drainage shed within the Specific Plan area will need its own treatment facility as shown on Figure 7.3-3. The treatment facility in the Central Shed will consist of two separate basins due to topographic and land planning constraints. The Central and Southern Shed basins will be joint use, providing both flood control and stormwater quality treatment. The basin in the Northern Shed will only be used for stormwater quality treatment. Figures 7.3-5, 7.3-6, and 7.3-7 show preliminary designs for these basins.

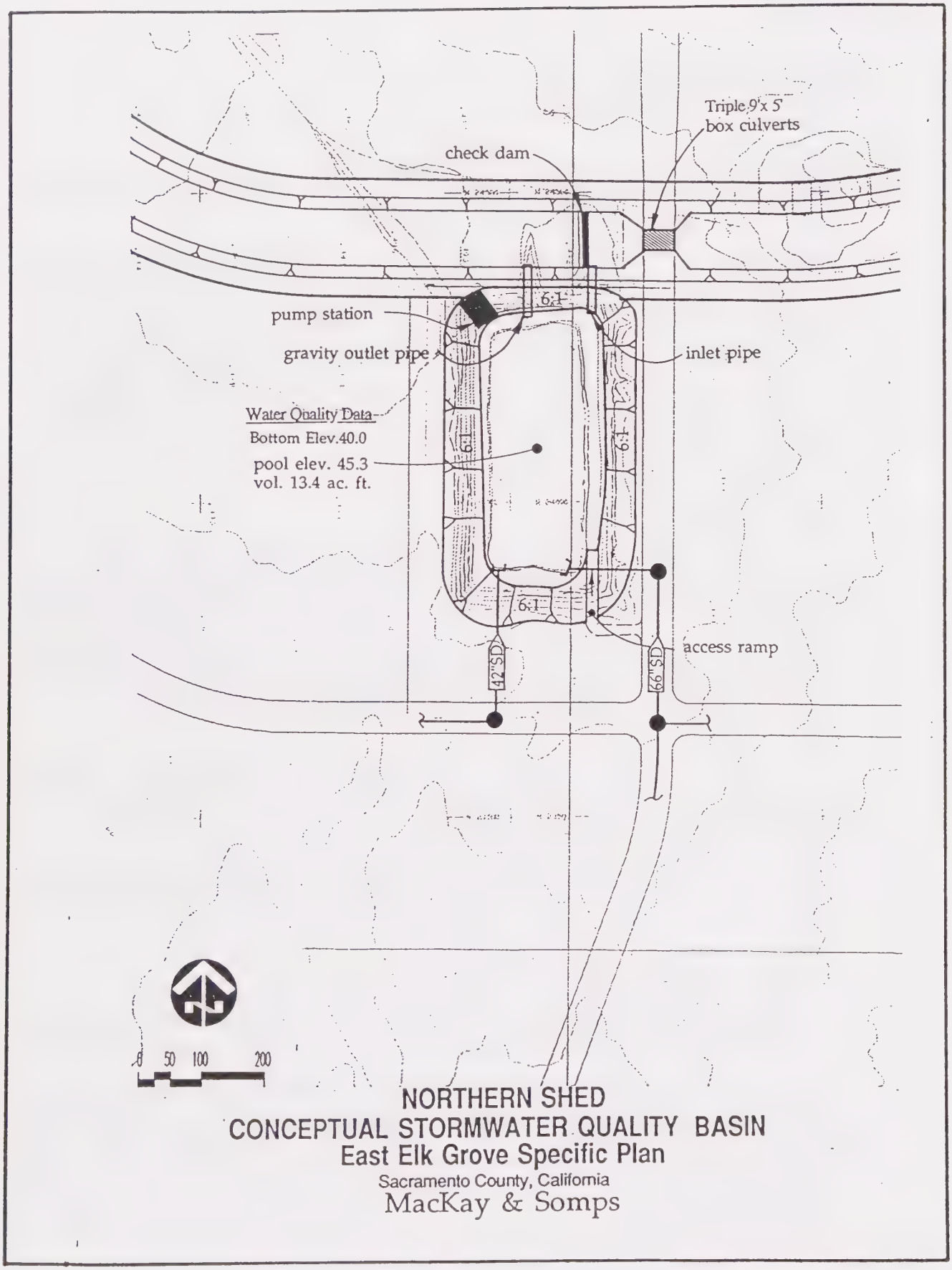



Figure 7.3-5
Stormwater Treatment Basin, Northern Shed

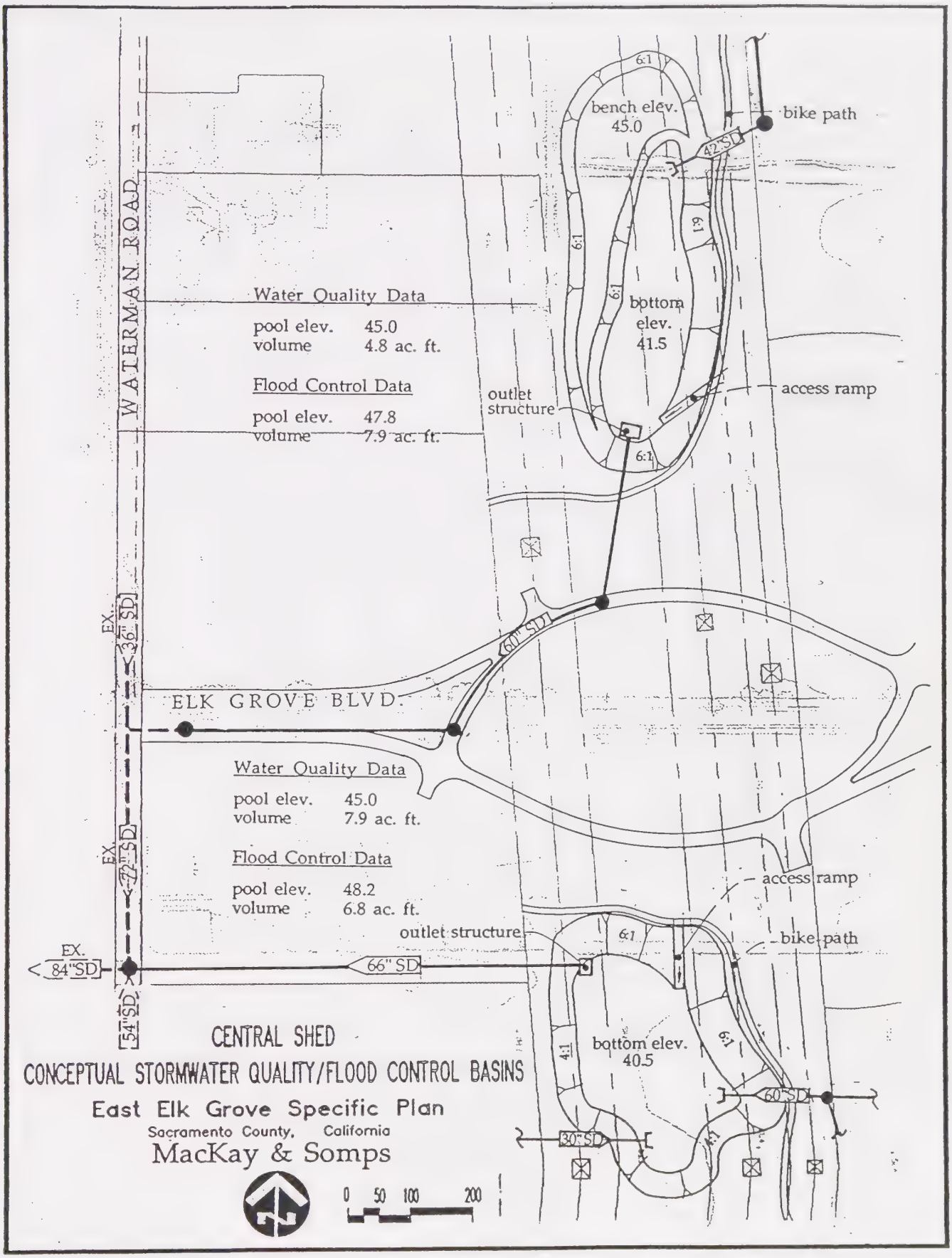



Figure 7.3-6
Stormwater Treatment Basin/Flood Control Basins/Central Shed

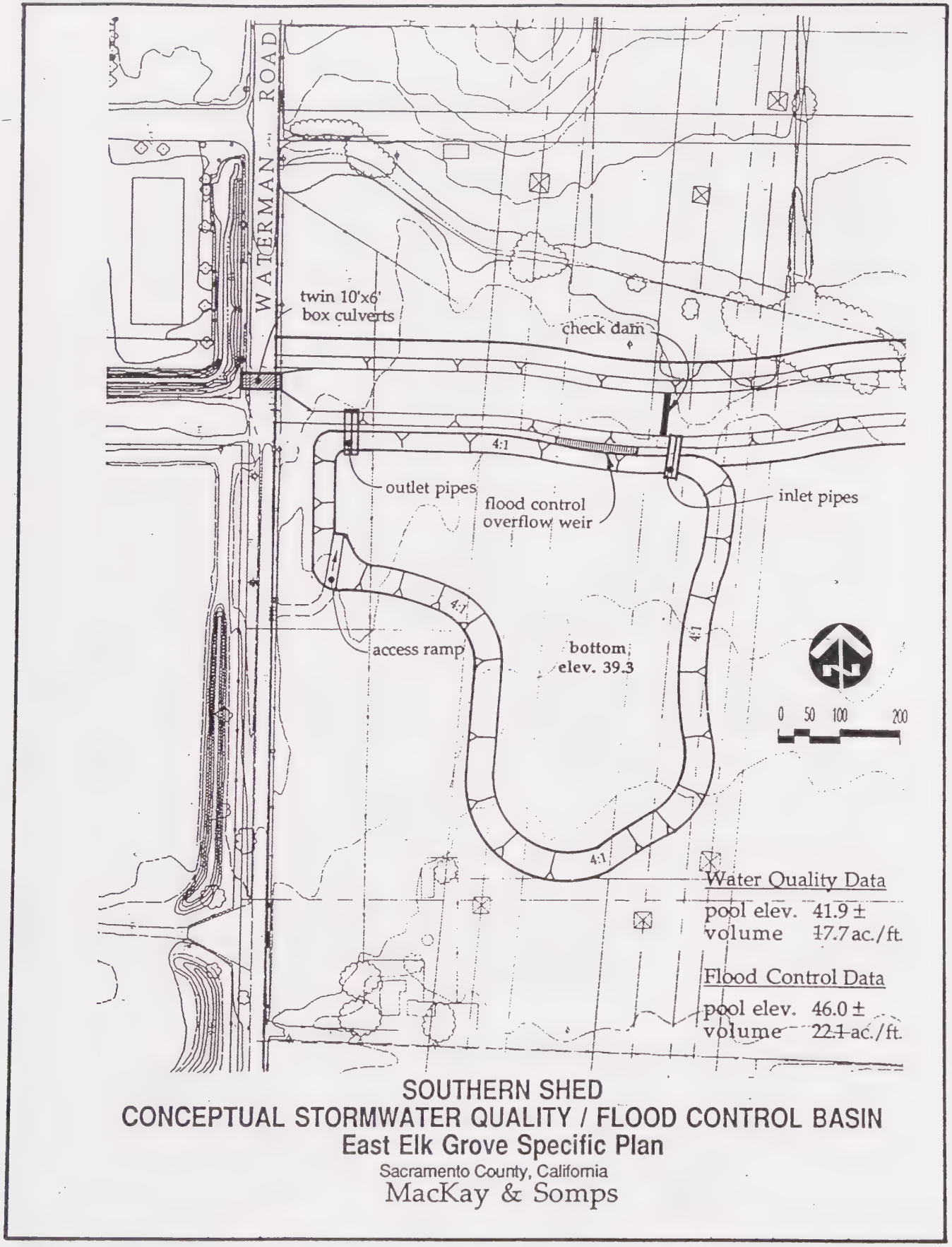



**Figure 7.3-7**
Stormwater Treatment Basin, Southern Shed

The service area for the stormwater quality facility within the Northern and Southern Sheds will include only the on-site portion of the sheds. Those areas upstream of the Specific Plan will be required to construct their own stormwater quality treatment facilities.

*On-Site Trunk Storm Drain Systems*

Trunk storm drainage pipe systems required to accommodate the proposed development are shown on Figure 7.3-3. The pipe systems all serve a minimum area of thirty acres which is the County definition of "trunk" drainage facilities.

**(d) Facility locations**

The improved creek corridors and the flood control/stormwater treatment basins will require significant amounts of land. However, the proposed improvements will substantially decrease the floodplain width, making more efficient use of the Plan area. The location of drainage facilities within the Plan area are based both on technical requirements and consideration of other land use constraints.

*Creeks*

In the Northern Shed, the channel will be moved south to align with an existing broad, shallow swale. The relocation will allow the channel to be an open space amenity with a usable trail system. As realigned, it will also become a boundary for land uses creating a pocket along Bond Road for commercial and higher density residential zoning.

As it approaches Waterman Road, Elk Grove Creek will be relocated to the south. This realignment will allow the new channel flowline to be deeper throughout the Specific Plan area to better accommodate storm drainage systems serving the outer limits of the shed.

*Flood Control/Stormwater Quality Basins*

The location of the stormwater quality treatment facility for the Northern Shed was selected to take advantage of a large existing stock pond. The side slopes of the existing pond will be made less steep and its depth will be decreased to make the resulting facility more aesthetically attractive. The water quality/flood control facilities in both the Central and Southern Sheds are designed mostly in the powerline easements to avoid impacting more valuable land which is not already restricted.

### 7.3.5. JOINT USE STORMWATER DETENTION FACILITIES

In certain cases, the joint use of stormwater detention facilities and recreational use is acceptable. The concept is viewed as a way to reduce the amount of land devoted to the exclusive use as detention and recreation. Elements of the concept include:

- a combination of land and funding incentives for park districts; and
- a set of design standards which define and reconcile park and detention uses and constraints.

To the extent that parks can be designed to be occasionally flooded without damage or disruption of uses, sale of flooding easements to Sacramento County can provide park districts with funding for park improvements. Further, by siting parks and detention basins together, County detention lands can be made available for park uses.

The potential for joint use detention/park facilities within the Plan area is limited by the relatively small detention basin size and combination with stormwater treatment functions. To the extent feasible, the stormwater detention basins located in the Central drainage shed should be considered for joint use consistent with standards contained in Volume 4 of the City/County Drainage Manual. Development plans should be prepared in coordination with the Elk Grove CSD.

## 7.4. DRY UTILITIES

### 7.4.1. INTRODUCTION

The East Elk Grove Specific Plan is located within the service area of the following utility companies:

| | | |
|---|---|---|
| Electric Service | - | Sacramento Municipal Utility District (SMUD) |
| Telephone Service | - | Citizens Utilities Company of California (Citizens Utilities) |
| Gas Service | - | Pacific Gas & Electric Company (PG&E) |
| Cable Television Service | - | Sacramento Cable |

These utility companies have all indicated they have adequate infrastructure in and/or nearby the East Elk Grove Specific Plan area to enable them to serve the proposed development.

### 7.4.2. EXISTING CONDITIONS

The following is a brief description of existing utility facilities in and around the Specific Plan area:

**(a) Electrical**

- As shown on Figure 7.4-1, 69 kv powerlines are located on the east and south sides of Waterman and Grant Line Roads, respectively.
- 12 kv powerlines are located along Waterman, Bond, Bradshaw, and Grant Line Roads, as well as Elk Grove Boulevard.
- Electrical service lines extend throughout the Plan area providing power to existing homes, businesses, and wells.

**(b) Telephone**

- The main telephone substructure is located along Elk Grove Boulevard and includes a fiber optics cable.
- An underground cable exists along the west side of Waterman Road with existing 600 pair capacity.

(c) Gas

- Pacific Gas & Electric Company operates a 4-inch gas main in Waterman Road from about 1,300 feet north of Elk Grove Boulevard south to Grant Line Road.

- Pacific Gas & Electric Company also owns a 4-inch gas main in Elk Grove Boulevard which extends as far east as the old Elk Grove Meat Packing Plant.

(d) Cable Television

- Sacramento Cable's hub facility is located at School Street and Elk Grove Boulevard, one-half mile west of the Specific Plan.

- Cable has been extended south on Waterman Road from Elk Grove Boulevard to Grant Line Road.

- Sacramento Cable also has trunk and fiber facilities along Bond Road across the entire project frontage. Generally, these existing facilities are overhead.

### 7.4.3. SERVICE STANDARDS

The service standards for Dry Utilities are established by the California Public Utilities Commission.

### 7.4.4. DEVELOPMENT IMPACTS AND PROVISIONS

Each of the four Dry Utilities will require the extension of facilities to meet the needs of the proposed development. Typically, new facilities are constructed underground, stacked in a "joint trench". The majority of the dry utility improvements will be sized and designed with the final Improvement Plans. The following major improvements have been identified as necessary:

(a) Electrical

- SMUD estimates the power demands for the project will be approximately 30 megawatts. SMUD intends to meet the power demands with an upgrade to the existing Waterman - Grant Line Substation (just west of the Specific Plan area) and with the installation of a new substation to be located along the west side of Bradshaw Road within the Plan area. (See Figure 7.4-1.)

- A new 69 kv powerline is also planned to be constructed on the west side of Bradshaw Road. This line will be needed regardless of the development of the Plan area. (See Figure 7.4-1.)

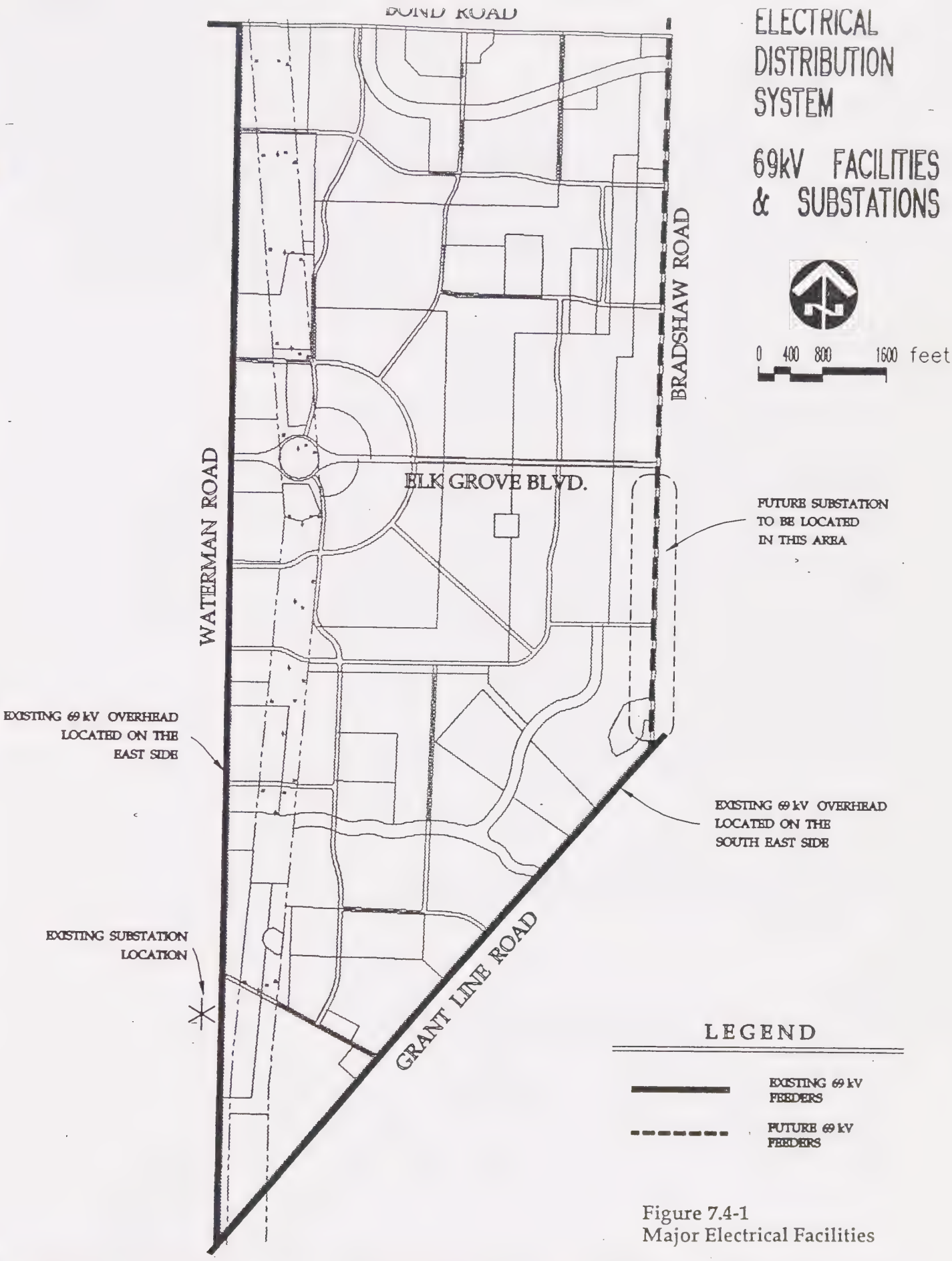



Figure 7.4-1
Major Electrical Facilities

(b) **Telephone**

- An underground Fiber Optics line to be located on Waterman Road from Elk Grove Boulevard to Grant Line Road is scheduled for construction in 1995.

(c) **Gas**

- None identified

(d) **Cable T.V.**

- None identified

# SECTION EIGHT

# BIOLOGICAL RESOURCES MITIGATION

## 8.1 INTRODUCTION

Each Specific Plan is required to be consistent with policies in the Sacramento County General Plan relating to natural resource conservation. The General Plan sets forth a policy of no net loss of marsh or vernal pool acreage, values or functions, and it requires mitigation for any loss in relation to the values of quality of habitat. The General Plan also sets forth a policy of incorporating habitat corridors for wildlife and protecting special-status species habitat from agricultural operations, human access, and other disturbing activities. In accordance with these policies, this section establishes goals for protection of wetlands and biotic resources, assesses the potential impacts anticipated under development pursuant to the Land Use Plan, and identifies appropriate mitigation strategies to attain County and Specific Plan goals as an integral aspect of the land development plan.

## 8.2 IMPACT ASSESSMENT

### 8.2.1. GUIDELINES

Guidelines for Assessing Impacts and Establishing Mitigation Plans are Established by the Corps of Engineers and the California Department of Fish and Game:

*Clean Water Act Section 404 Permit Guidelines*

Development of private property and County drainage improvement projects which impact wetlands within the Specific Plan area will be subject to a Clean Water Act (CWA) Section 404 permit as authorized by the U. S. Army Corps of Engineers (Corps). The permitting program is designed to prevent the placement of fill or other materials into wetlands or other waters, including swales and drainages, and to define mitigation requirements in the event that fill and related impacts to wetlands cannot be avoided. The Specific Plan area will be developed over the long-term (+5 years). Permittees shall comply with Corps permitting requirements in effect at the time the actual impacts occur and a permit is required.

*California Department of Fish and Game Policies and Guidelines*

Under Section 1600 of the California Fish and Game Code, the California Department of Fish and Game (CDFG) must authorize any development projects that divert, obstruct or change the natural flow, bed, channel, or bank of any river, stream or lake that CDFG finds to support or benefit fish or wildlife resources. For any development that may adversely affect any river, stream or lake, a Streambed Alteration Agreement must be submitted to CDFG pursuant to Section 1603 of the California Fish and Game Code.

### 8.2.2. WETLAND IMPACTS ASSESSMENT

A diagram showing a generalized delineation of wetlands within the Plan area is provided as Figure 8.1.

Wetland impacts within the Specific Plan area have been divided into two categories:

(a) proposed wetland impacts associated with a County improvement project or on properties which are concurrently processing tentative maps; and

(b) potential impacts on properties not proposed for immediate development based upon the presence of wetlands and assuming development under the land use pattern proposed in the Specific Plan.

*Proposed Wetland Impacts (Participant Properties)*

To develop portions of the Specific Plan area, two drainage channels will be required. The open channel projects for Elk Grove Creek and the tributary to Laguna Creek have been identified by Sacramento County as Public Works projects. The proposed drainage improvements include the construction of an open channel located south of Bond Road to convey flows from an unnamed tributary into Laguna Creek. Two additional box culverts are proposed adjacent to the existing 9′ x 5′ box culverts. Impacts to approximately 1.0 acre of seasonal wetlands from the proposed channel south of the existing box culverts would be unavoidable. The new channel would also impact two small isolated pools south of Bond Road and west of Bradshaw Road.

The JAS Development property (i.e., Control No. 94-0585) proposes to place fill into 1.57 acres of vernal pools, 4.01 acres of seasonal wetlands, and 1.42 acres of man-made seasonal wetlands. Seasonal wetlands associated with a swale (0.45 acres) and two vernal pools (0.29 acres) to be filled are proposed on the Bishop property (i.e., Control No. 95-0088). In total, 7.74 acres of vernal pools, seasonal wetlands, and man-made seasonal wetlands are proposed to be impacted on the participant properties as a result of planned residential and commercial development within the Specific Plan area.

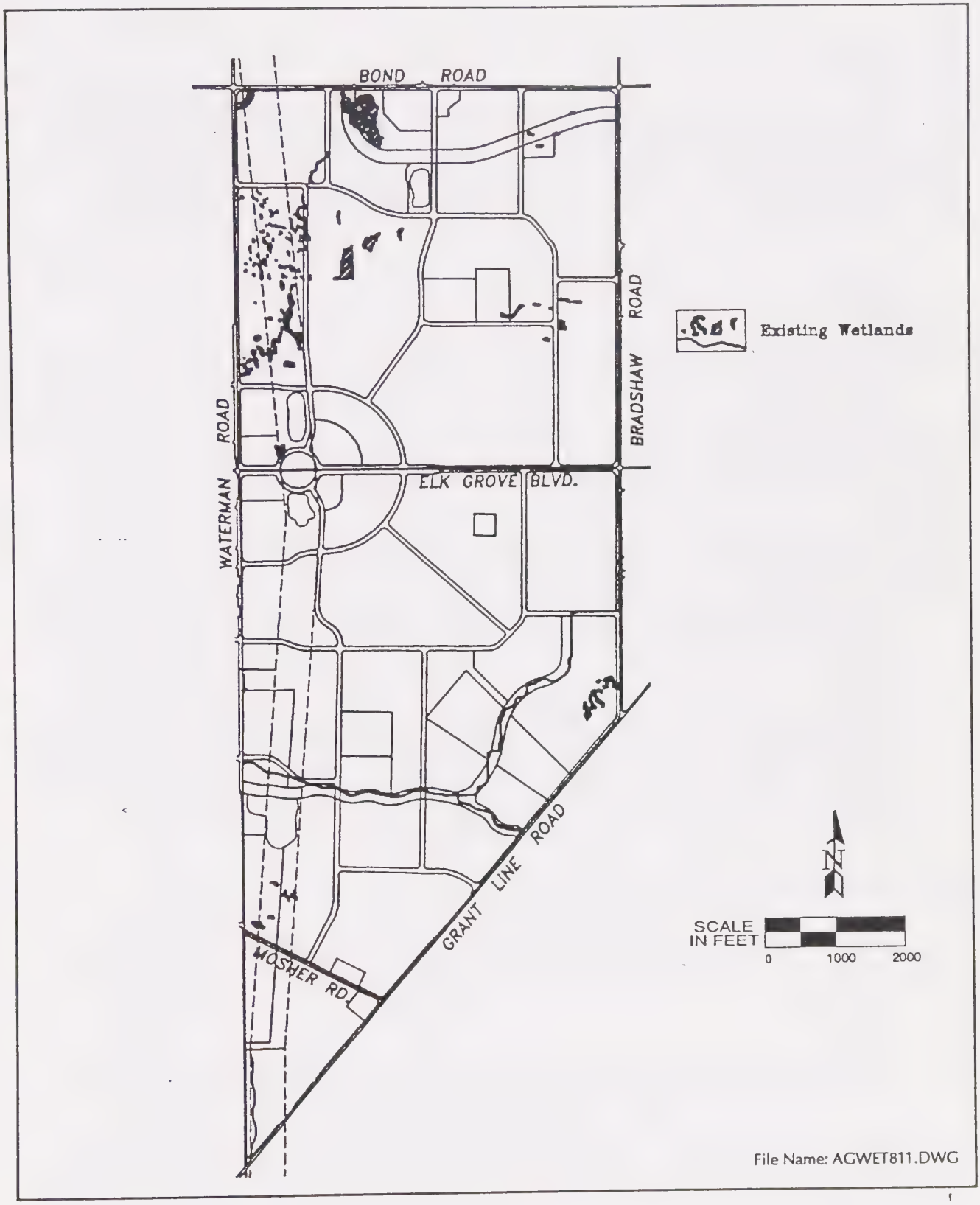



Figure 8.1
Wetland Delineation

*Potential Wetland Impacts (Non-Participant) Properties*

A long, narrow seasonal wetland totaling approximately 0.3 acres southeast of Bond Road and Waterman Road and adjacent to the JAS property could be a remnant of an old swale. The watershed currently supplying water to this swale would be cut off by adjacent development. Preservation of this swale would not be desirable since the result would be an isolated and narrow preserve in the middle of a residential subdivision.

A seasonal wetland of approximately 0.4 acres, just north of Elk Grove Boulevard and partially within the powerline corridor is also proposed to be filled (site of the Town Green).

Several seasonal wetlands totaling approximately 0.4 acres east of Waterman Road and north of Mosher Road are also proposed to be filled. Included are six small isolated wetlands which are scattered throughout "Industrial", "Residential", and "Open Space" land use designations. Several wetlands are located one-half within the Open Space and one-half within the Residential land use or are adjacent to the Residential land use and adequate buffers may not be feasible.

A cluster of vernal pool and seasonal wetlands exist west and north of the intersection of Bradshaw Road and Grant Line Road. The extent of these wetlands have not been delineated. This cluster is shown as Open Space on the Land Use Plan and as such, is proposed to be preserved. However, density transfer provisions within this Plan allow for potential development within the wetland area via a development application on the property.

In the southern portion of the Specific Plan, Elk Grove Creek would be deepened and widened, as a County improvement project, to improve channel capacity for flood flows. The open channel project affecting Elk Grove Creek will impact approximately 1.8 acres of perennial creek. Adjacent riparian shrub habitat along Elk Grove Creek would need to be removed as part of the public works project.

## 8.3. PRESERVATION OF WETLANDS

General Plan Policies CO-66 and CO-84 address issues associated with the preservation of wetlands:

*CO-66*

*"Encroachments within the designated floodway of Sacramento waterways shall be consistent with policies to protect marsh and riparian areas."*

The only floodways within the East Elk Grove Specific Plan areas are associated with Laguna Creek, Elk Grove Creek, and a tributary to Laguna Creek. No encroachments are proposed within the Laguna Creek floodway which would affect wetland and riparian areas. Preservation of the wetland and riparian areas would not be feasible with the County's improvement plans for Elk Grove Creek, which includes deepening and widening the creek channel. There is also a 100-year floodplain associated with the tributary which flows into Laguna Creek just south of Bond Road. No riparian habitat is associated with this floodplain.

*CO-84*

*"Evaluate feasible on-site alternatives in the environmental review process that reduce impacts on vernal pools and provide effective on-site preservation in terms of minimum management requirements, effective size, and evaluation criteria identified in the report "Sacramento County Vernal Pools" (1990)."*

The Sacramento County Vernal Pool study (Jones & Stokes, 1990) recommends a minimum vernal pool preserve size of two hundred acres. Based on the range of vernal pool densities known in Sacramento County, such a preserve would likely contain from ten to forty acres of vernal pools. The study concluded that a 200-acre vernal pool preserve should contain a minimum of fifty vernal pools comprising ten acres. While the Sacramento County Vernal Pool study did not rule out the use of smaller preserves, the study concluded that smaller preserves are most appropriate where the preserve is "...contiguous with existing preserves or permanent open space areas."

The Specific Plan area contains seventy-two vernal pools totaling four acres in three main groupings. The northeast complex of vernal pools and seasonal wetlands are the only wetlands on-site with sufficient pool number and density to be considered for preservation. However, these pools do not lend themselves to preservation, in the context of the Sacramento County Vernal Pool study, for the following reasons:

(a) Their gross acreage is considerably less than the ten-acre minimum suggested in the study; and

(b) Ultimate surrounding land uses will not be compatible with long-term preserve function.

Establishment of a vernal pool preserve within the Specific Plan area would also not meet policies established in the Sacramento County General Plan:

*CO-78*

*"Focus vernal pool preservation in permanent open space areas beyond the Urban Area."*

The vernal pools and seasonal wetlands within the Specific Plan area do not warrant preservation based on the incidence of special-status species, any unique quality of habitat, diversity of wildlife dependent on the habitat, or the likelihood of successful preservation after development takes place. The likelihood of significant wildlife use of the vernal pools within an urban setting is not as high as in restored pools at a larger off-site preserve as recommended in the Sacramento County Vernal Pool Study.

## 8.4. MITIGATION OF WETLAND IMPACTS

A primary step in a Mitigation Plan is to define areas which are suitable for restoration and mitigation as required by General Plan Policy CO-71:

*CO-71*

*"Community and specific plans shall identify potential areas, if any, where marsh or riparian habitat restoration/creation can be undertaken."*

As discussed below, both on-site and off-site areas have been identified for vernal pool mitigation. Impacts to seasonal wetlands, man-made seasonal wetlands and Elk Grove Creek are proposed to be mitigated with emergent marsh located within the on-site drainage channels. Mitigation for impacts to riparian habitat will also occur along these channels.

*Mitigation Criteria*

In contrast to construction of individual isolated wetlands, compensation wetlands will be located within open-space corridors thereby increasing habitat quality and value. The open-space corridors allow movement and dispersal of plant and animal species, whereas individual isolated wetlands restrict movement. Relocating impacted wetland acreage along or within the open space corridors will create larger wetland clusters which are considered more ecologically viable than the preservation of smaller, scattered, or isolated wetlands. These wetlands preserves will also be protected from agricultural disturbances, such as cattle grazing, and will thus improve the habitat quality and value from present conditions within the Plan area. General Plan Policy CO-83 establishes criteria for wetlands mitigation:

CO-83

*"Ensure no net loss of vernal pool acreage, and/or values and functions, and mitigate any loss in relation to the values of the quality of habitat."*

The first portion of this policy, no net loss of vernal pool acreage, addresses spatial losses of vernal pool acreage, and mitigation for these losses can be accomplished by constructing acre-for-acre replacement vernal pools. The second portion of this policy requires that wetland functions be replaced, and monitoring and performance standards are designed to address replacement of wetland functions.

Mitigation areas were sized to accommodate all necessary vernal pool and emergent marsh compensation acreages as outlined in this Specific Plan for the participant and non-participant properties. The participant properties will mitigate for their wetland impacts in the areas identified in this Specific Plan. If and when the non-participant properties develop, they may mitigate for wetlands as needed within the mitigation areas outlined within this Specific Plan. If the non-participating properties need to deviate from mitigation locations identified in the Specific Plan, they will need to obtain all necessary agency approvals.

### 8.4.1. ON-SITE MITIGATION ALTERNATIVE

Figure 8.2 shows the proposed On-Site Conceptual Mitigation Plan. Non-impact areas are those expected to have no impact from development due to land use or physical constraints.

*Vernal Pool Mitigation*

Suitable vernal pool mitigation areas were identified using an aerial photo from 1937 to obtain historic information, and from feasibility studies conducted on some of the participants' properties.

Compensation vernal pools will be "in-kind" mitigation for the proposed impacts and will ensure a no net loss of vernal pool acreage, values, and functions. Vernal pools will be supported primarily by direct rainfall, and will be designed to meet or exceed the hydrophytic conditions in the pool to be replaced. Habitat for native plant and invertebrate species typical of the vernal pools being impacted will also be re-established in the compensation vernal pools.

The mitigation ratio of 1.3:1 will provide for an increase in wetland acreage and functions associated with the vernal pools to be impacted. Vernal pools have natural densities ranging up to 20%. Compensation vernal pools will be constructed at densities ranging from 10% to 20%. Based on 2.4 acres of compensation vernal pools necessary to mitigate for all vernal pool impacts at a 15% density, a total of about sixteen acres of land would be required for vernal pool compensation.

An area of approximately sixteen acres for vernal pool mitigation is identified in the Plan located within the utility corridor south of Elk Grove Boulevard. Any mitigation provided within the utility corridor will be subject to all prior restrictions or right-of-way documents. Preserving the capability to access and maintain facilities will be required of any mitigation program. Feasibility studies were conducted at the site to determine suitability for a successful mitigation project, and soil conditions were found ideal for vernal pool construction. The on-site vernal pool mitigation alternative will be surrounded by urban land uses and would not meet the policies established in the Sacramento County Vernal Pool Study.

*Emergent Marsh Mitigation*

Impacts to seasonal wetlands, man-made seasonal wetlands, and Elk Grove Creek will be mitigated with emergent marsh located in the channel bottom of a drainage corridor to the north and the widened and deepened Elk Grove Creek. Mitigation for potential impacts to riparian habitat will also occur along these channels. The northern drainage channel will convey flows from on-site development and lands to the east.

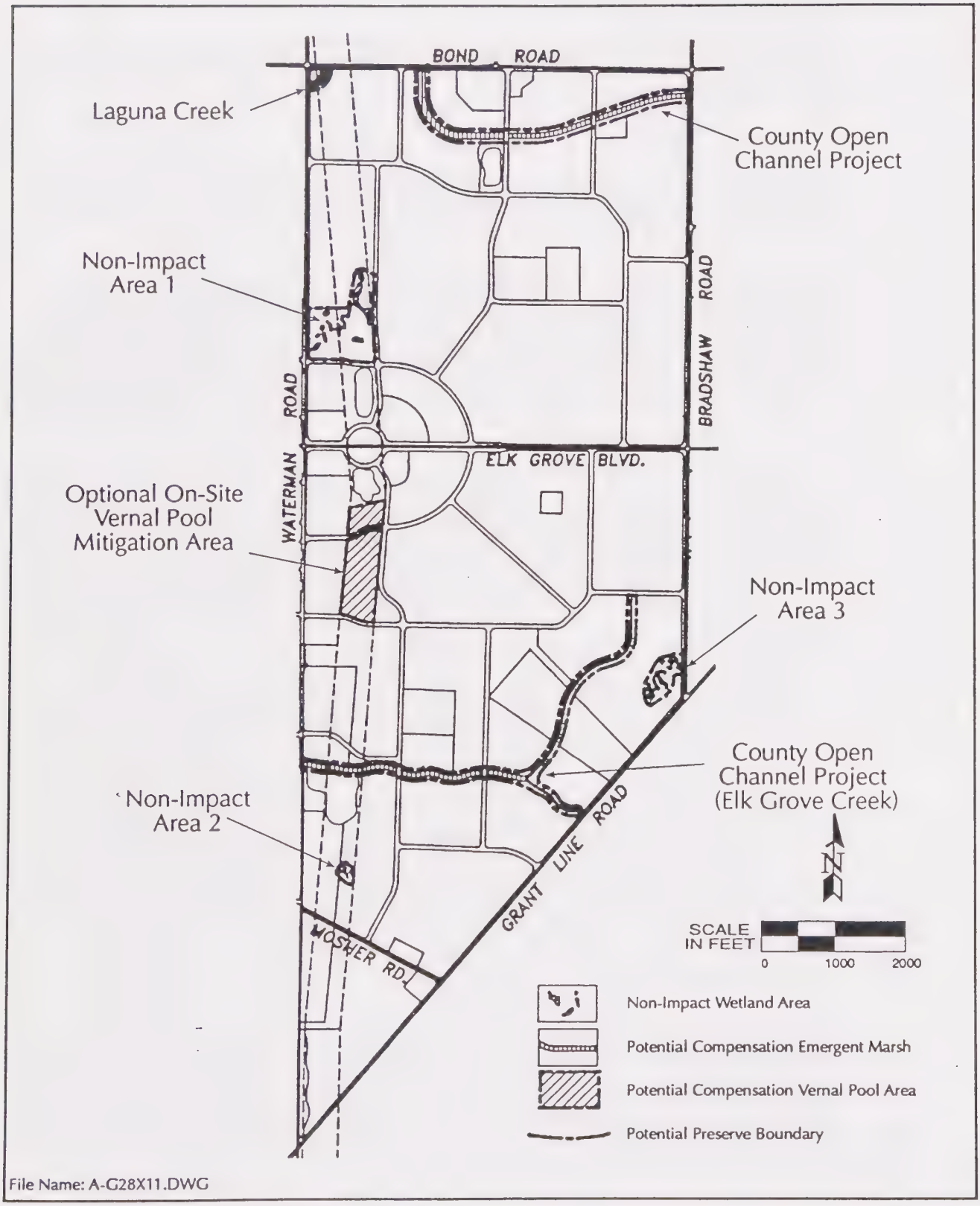



Figure 8.2
On-Site Conceptual Mitigation Plan

Compensation emergent marsh will provide increased functions and biodiversity compared to the wetlands being impacted. The seasonal wetlands to be impacted have been disturbed by typical agricultural operations (disking, cattle, etc.), and most of them are dominated by non-native plants. Many of the seasonal wetlands are remnants of swales which have been modified by past agricultural practices. Elk Grove Creek is continually impacted by cattle. Floodwater storage and conveyance, shoreline stabilization, sediment removal and detention, and maintenance of biodiversity will be maintained or enhanced. The NPDES ponds will provide the primary function of sediment removal/detention, and this function will continue to operate in the channel bottoms, as well.

The emergent marsh in the channel bottom will provide greater habitat diversity than those wetlands being impacted. Volunteer riparian vegetation can be expected to establish along the drainage corridors. The combination of emergent marsh and riparian vegetation will provide diverse habitat for a wide variety of plant and animal species, and will mitigate for any species impacted during project implementation.

The channel improvements to be implemented by the County will be suitable for emergent wetland mitigation. Channel bottoms are currently planned to range from 30 to 90 feet wide and could support approximately fourteen acres of emergent marsh. The channels will initially be seasonal in nature, or only contain perennial vegetation in the low flow channels, but as the watersheds develop a larger portion of the channels, will become perennial. The detention basins would be suitable for emergent marsh mitigation and could support approximately nine acres of emergent marsh.

### 8.4.2. OFF-SITE MITIGATION ALTERNATIVE

Off-site mitigation is proposed at Borden Ranch in south Sacramento County which has been determined to have suitable characteristics by the Army Corps of Engineers in review for previous projects. Due to the topography of the Borden Ranch site, a lower density of 10% is recommended. Approximately twenty-four acres (enough to accommodate all compensation vernal pools) has been identified adjacent to an approximately fifty-acre vernal pool mitigation area designated for two separate projects. Approximately three acres of compensation vernal pools have already been constructed within this preserve. The off-site vernal pool mitigation alternative is adjacent to other vernal pool preserves and will be part of a larger open space area. Locating vernal preserves in a large open space area beyond the urban area is consistent with the County General Plan. This site is shown on Figure 8.3.

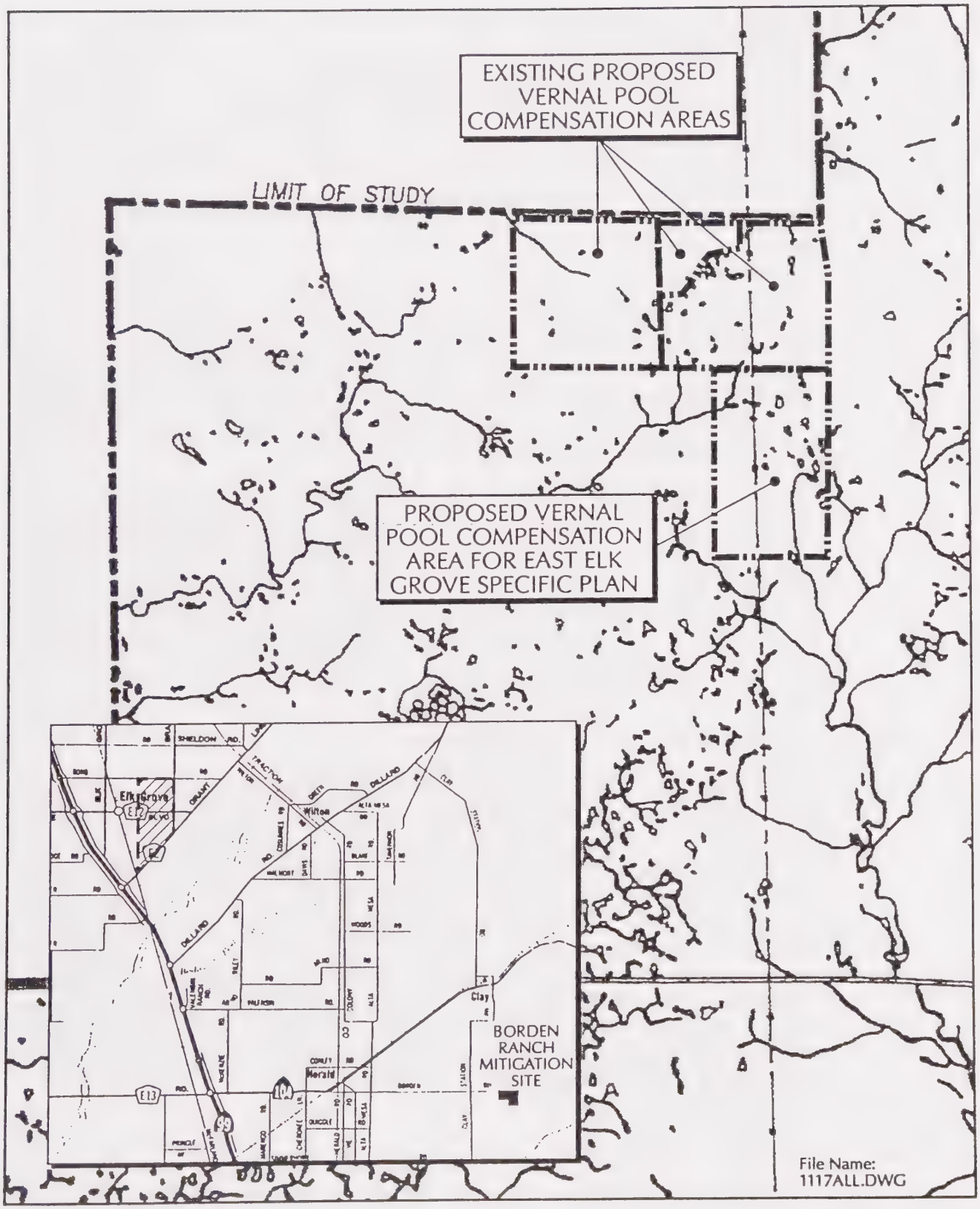



Figure 8.3
Conceptual Off-Site Vernal Pool Mitigation Plan

### 8.4.3. MISCELLANEOUS WETLAND MITIGATION ISSUES

*Phasing*

Wetland mitigation will be phased so that compensation occurs concurrent with project impacts or as soon as the proposed mitigation site is available. It is anticipated that development and its associated wetland impacts will occur over a period of five to ten years.

*Participant Properties*

The northern channel is required to be constructed prior to development of the JAS (i.e., Control No. 94-0585) and Bishop (i.e., Control No. 95-0088) properties. A total of 7.7 acres of emergent marsh mitigation will be available as soon as the channel is constructed. All of the JAS emergent marsh mitigation (7.06 acres) and the Bishop property emergent marsh mitigation (0.59 acres) will be constructed within the northern channel.

*Ownership*

In accordance with Sacramento County General Plan Policy CO-87, compensation areas shall be under ownership of a public agency or subject to a permanent conservation easement, and managed through a Landscape, Lighting, and Maintenance District.

*Buffers*

Preserves containing existing wetlands and compensation wetlands are to be buffered from development and zoned as open space. Setback buffers of an average fifty feet from edge of preserve boundary to edge of wetland are established to minimize effects of surrounding development.

*Trails*

The proposed conceptual plan allows for trails which may be located within the preserve boundaries and compensation areas to provide for passive recreation such as biking and hiking. The trails will be a part of the system which is designed throughout the Plan area, and will be located to avoid any impacts to the wetland features. Utility access roads will also be required within the utility corridors. Wherever possible these access roads will be incorporated into the trail system and will be located to avoid wetland impacts.

*Watershed*

All of the preserved wetlands except for Laguna Creek and the realigned Elk Grove Creek are isolated wetlands, and their primary source of water is direct rainfall. The watersheds of these wetlands and the compensation vernal pools will be preserved by grading the adjacent lands so that additional water is not routed into the preserve areas. Areas with irrigated landscaping within the buffers will be drained away from the preserves.

*Corps Authorization*

Each property shall receive authorization from the Corps prior to impacting any wetlands. The type of permit required will depend on the amount of wetlands on the project site. A verified wetland delineation shall be submitted to the Corps, as well as a mitigation plan (as required). Success criteria and monitoring requirements will be established for all compensation wetlands and shall be overseen by the Corps.

Under the current Nationwide authorization issued by the Corps, mitigation is not required for impacts of less than one acre. In such a case, a mitigation plan, including success criteria and monitoring requirements, shall be submitted to the County for approval.

*California Department of Fish & Game Permitting*

Each property, including County of Sacramento for the public project, shall receive approval from the California Department of Fish & Game to work within any jurisdictional area governed by *Section 1600 of the Fish and Game Code* (i.e., Streambed Alteration Agreement).

*Wetland Monitoring and Maintenance*

Wetland preservation and/or mitigation sites will be monitored. Maintenance and monitoring will be conducted in accordance with the requirements imposed by the Corps pursuant to the issuance of a Section 404 Permit or authorization under the Nationwide or Regional Permit Program. Establishment of a maintenance and monitoring program will ensure that wetland preserves are protected and that agency-required mitigation measures are successful. Monitoring is designed to determine that sufficient water is available to produce the required periods of inundation and subsequent soil saturation to support a desired biological community. In addition, the monitoring will determine the need for remedial action in the form of pool modification, including excavation, fill, and/or modification of hydrologic connections, required to improve the pool water balance.

*Monitoring*

Short-term monitoring requirements will be established by the Corps Section 404 Permit authorization. If the Corps, in consultation with the USFWS, the U. S. Environmental Protection Agency and the CDFG determines that wetland development is successful at the end of the prescribed monitoring period (normally five years), no further monitoring will be required. Should short-term monitoring indicate that performance standards are not met, plan modifications will be submitted to the Corps for approval. Approved modifications shall be implemented and monitoring will continue until success criteria are met.

*Maintenance*

A Landscape Lighting District, Homeowners' Association, or other mechanism satisfactory to the Corps shall be formed to fund long-term maintenance of compensation and preservation areas to assure that the wetlands are maintained in a natural state. Long-term maintenance will include restricted recreational use, creation of fire breaks, erosion control, and maintenance of fences, gates, trails, or other similar structures.

## 8.5. TREE MITIGATION AND PRESERVATION

A Tree Preservation and Landscaping Plan shall be approved by the Sacramento County Department of Environmental Review and Assessment prior to issuance of building permits. The plan shall include, but not be limited to, specifying protection measures for trees to be maintained, and replacement requirements for trees planned for removal. Landscaping shall also be designed to enhance erosion control. Landscaping specifications shall include identification of plant species to be used, and timing for completion of landscape improvements. The Plan shall specify monitoring requirements and a fund for replacement of any trees lost within the monitoring period.

Mature trees contribute to the aesthetic appeal of developed areas. Land plans, where possible, should preserve existing trees within the Specific Plan area by developing parks, landscape corridors, and other open space areas that include existing mature trees. Native oak trees should be avoided. Valley oak, interior live oak, blue oak, or oracle oak trees with a diameter at breast height (DBH) of six inches or greater (or a multi-trunked tree with combined diameter of ten inches or more) are protected native oak trees. Mitigation for removal of any tree that meets these criteria will require one oak planting for each diameter inch of impact. Oak plantings should be made within the Specific Plan area. Preferred areas for planting include:

(a) wetland preserve buffers;

(b) along creeks and other drainage features;

(c) within landscape corridors and passive-use open space; and

(d) within public parks.

Required monitoring of mitigation oak plantings will include annual inspections and a report consisting of a count of living and dead plantings submitted to the County. Dead plantings must be replaced within one year of submitting the monitoring report. The following criteria should be followed for any activities that affect jurisdictional native oak trees:

(a) Pruning and other corrective measures applied to preserved native oak trees shall conform to the pruning standards of the Western Chapter of the International Society of Arboriculture. This work should be conducted under the supervision of a WCISA-certified member.

(b) Tree removal must be conducted under the supervision of a WCISA-certified arborist where such removal could jeopardize trees to be preserved.

(c) Trees to be preserved must be encircled one foot outside the dripline with four- foot high brightly colored fencing.

(d) Any fill or grading occurring within the dripline of any preserved native oak tree must be approved and supervised by a WCISA-certified arborist.

Opportunities for woodland restoration within the Specific Plan area exist along Elk Grove Creek (following channel modifications), Laguna Creek, tributary drainages, and within buffers of any wetland preservation areas. These areas could also serve as planting zones for mitigation of impacts to native oaks. Other areas for native oak plantings within the Specific Plan area include parks, open space corridors, and public landscape zones.

### 8.5.1. NON-OAK NATIVE TREES

General Plan Policy CO-130 encourages preservation of landmark non-oak native trees, when possible, and General Plan Policy CO-131 requires mitigation for removal of non-oak native trees with in-kind species the combined diameter of which equals the combined diameter of trees removed.

The Board of Supervisors, in implementing these policies, has established project specific requirements for development projects. Non-oak native trees requiring mitigation include California sycamore, black walnut, black willow, and white alder. Mitigation is required for these species of heritage tree size (i.e., 19 inches in diameter or larger). Non-oak native trees that are in poor condition, are in declining health, or are located within future right-of-ways, as shown on the County Transportation Plan, should not require mitigation.

## 8.6. MITIGATION POLICIES AND MONITORING PLAN

The following policies are to be applied to all development within the Specific Plan area and have been used to devise the mitigation plan which follows.

(a) The Plan area shall be designed in a manner which minimizes the disruption to the existing natural habitat.

(b) The filling or conversion of wetlands in the Plan area shall be mitigated to ensure no-net-loss of habitat value. If the loss of wetland habitat cannot be avoided, the replacement of wetland habitat should first be considered on-site, and if not feasible, a suitable off-site location shall be determined.

(c) Erosion control measures shall be utilized to reduce water quality impacts and protect aquatic habitats. Specific measures for erosion control may include grading restrictions, development of sediment traps, and prompt replanting of disturbed areas.

(d) A setback buffer shall be established along both sides of Elk Grove Creek and the northern drainage channel to protect wildlife values.

(e) Opportunities for woodland restoration within the Specific Plan area exist along Elk Grove Creek (following channel modifications), Laguna Creek, tributary drainages, and within buffers of any wetland preservation areas. These areas should also serve as planting zones for mitigation of impacts to native oaks. Other areas for native oak plantings within the Specific Plan area include parks, open-space corridors, and public landscape zones.

The following Mitigation and Monitoring Plan provides standardized strategies for addressing potential impacts to wetlands, stream channels, riparian vegetation, trees, and nesting raptors within the Specific Plan area.

| MITIGATION MEASURE | ACTION & TIMING | RESPONSIBLE AGENCY | RELEASE SIGNATURE & DATE |
|---|---|---|---|
| **Biotic Resources** | | | |
| Mitigation A: Project proponents will produce a wetlands delineation consistent with the 1987 Corps of Engineers Wetlands Delineation Manual, and obtain verification of the wetlands delineation by the U.S. Army Corps of Engineers. The applicants will be required to file a pre-discharge notification with the U.S. Army Corps of Engineers, including a mitigation plan for full compensation of wetlands losses. The mitigation plan will include an on-site wetlands avoidance plan, an on-site "in kind" compensation wetland construction plan, or, if necessary, an off-site "in kind" compensation wetland construction plan. The wetlands mitigation plan must also be submitted to the County (DERA) as a part of project applications. Compensation wetlands must meet, but not necessarily be limited to, the following success criteria:<br>a) Compensation wetlands will remain inundated or saturated for sufficient duration to support hydrophytic vegetation.<br>b) Compensation wetlands will exhibit plant and invertebrate species richness comparable to existing vernal pools on site, as measured by species mix, and plant density and robustness.<br>c) Project designs must provide a drainage system to prevent surface stormwater or landscaping irrigation runoff from flowing into preserve zones, compensation wetlands, or other nearby wetlands areas.<br>d) Compensation wetlands will be monitored each year for five years, and a report of monitoring results will be submitted to the U.S. Army Corps of Engineers and County DERA for review.<br>e) Provisions for remediation, in the event that mitigation success criteria are not met within specified time frames.<br><br>U.S. Army Corps of Engineers authorization for fill must be secured, and the appropriate wetlands mitigation plan must be approved by the County and the U.S. Army Corps of Engineers, prior to issuance of construction permits or recordation of parcel or subdivision maps. | Applicant must obtain verification of wetlands delineation - prior to approval of improvement plans or grading. | U.S. Army Corps of Engineers<br><br>County Department of Environmental Review and Assessment | |

| SECTION III (continued) | | | |
|---|---|---|---|
| MITIGATION MEASURE | ACTION & TIMING | RESPONSIBLE AGENCY | RELEASE SIGNATURE & DATE |
| **Biotic Resources** | | | |
| Mitigation B: Prior to construction of any channel improvements, the applicant shall obtain a 1603 Streambed Alteration Agreement with the State Department of Fish and Game, to be submitted to the County DERA. The Streambed Alteration Agreement shall include, but not be limited to, definition of a limited time period for construction, provisions for notification and cleanup of any accidental spills, stream bank revegetation requirements, construction debris and materials removal, and inspection procedures. | Prior to grading permit for activities in or adjacent to channel areas. | County DERA | |
| Mitigation C: An average 50-foot buffer as measured from the top of high bank shall be preserved in permanent open space along all drainage channels and stream courses within the Specific Plan area. Where channel modifications must be made to improve flood flow capacity and reduce erosion, riparian vegetation shall be replanted upon completion of construction activities. Only native species may be used. A three-year monitoring period is required for all planted riparian areas, with annual reporting submitted to the County Department of Environmental Review and Assessment. | Open space corridor must be shown on Tentative Subdivision Map; Fee title grant to County prior to Final Map approval, or establish permanent conservation easement and Lighting and Landscape District for long term maintenance | County DERA, Planning Division, and County Counsel | |
| Mitigation D: A tree preservation and landscaping plan prepared by a qualified arborist shall be approved by the County DERA prior to issuance of building permits. At a minimum, the plan must specify protection measures for trees to be maintained, and replacement requirements for trees planned for removal. Landscaping shall also be designed to enhance erosion control, using species compatible with the native oak-grassland. Landscaping specifications shall include identification of plant species to be used, and timing for completion of landscape improvements. The plan shall specify monitoring requirements including inspections for a five-year period, and a fund for replacement of any trees lost within the monitoring period. | Review and approval of County DERA prior to issuance of building permits. | County DERA | |

| SECTION III (continued) | | | |
|---|---|---|---|
| MITIGATION MEASURE | ACTION & TIMING | RESPONSIBLE AGENCY | RELEASE SIGNATURE & DATE |
| Mitigation E: Developers will have a qualified biologist conduct a preconstruction field survey for nesting raptors within the undeveloped portions of the Specific Plan property prior to issuance of grading permits for individual development projects. The survey must be conducted during the season when the birds are building and defending nests and when the young are still in nests (April through July for black-shouldered kite, northern harrier, Swainson's hawk, and Cooper's hawk, and from March through September for burrowing owl). If no raptor nests are detected, construction activities may proceed. Should an active nest be located, one of the following measures must be implemented:<br><br>A) The County shall require that a buffer be maintained around the nest site(s) while it is occupied. The extent of the buffer shall be determined by the County in consultation with the Department of Fish and Game and the consulting biologist. The maximum radius of the buffer shall be 0.25 mile (1,320 feet) for northern harriers, black shouldered kites, and Cooper's hawks; 0.5 mile (2,640 feet) for Swainson's hawks; and 300 feet for burrowing owls. Buffer zones will be protected by fences at their perimeters.<br><br>If it is determined that no suitable buffer can be established due to the nature or configuration of a construction zone, the following measure shall apply instead:<br><br>B) Construction activities shall be postponed until after the raptor breeding season, and the County will delay issuance of grading permits until the birds have left the nest. The time of the birds' departure must be determined by a qualified biologist. (Most species can be expected to leave their nests between July and September). | Individual developers must submit results of field survey - prior to issuance of grading permits for individual development phases | County DERA and Department of Fish and Game | |

# SECTION NINE

# FINANCING PLAN AND CAPITAL IMPROVEMENT PROGRAM

## 9.1. INTRODUCTION

The requirement for a Financing Plan is established by Policy LU-8 of the Sacramento County General Plan, which states:

*LU-8*

*"Infrastructure financing plans which specify the extent, timing, and estimated cost of all necessary infrastructure shall be approved by the Board of Supervisors, together with the approval of zoning for any urban uses in urban growth areas. The resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas."*

The financing strategy establishes a policy framework for the funding of the infrastructure required to serve new development in the Specific Plan area. The purposes of the Financing Plan are to:

(a) establish the policy framework for financing the required major public infrastructure;

(b) specify the major public facilities to be constructed or acquired in association with the development of the Plan area;

(c) provide for phasing the construction of facilities associated with the market demand for development; and

(d) describe the sources of funding to pay for the infrastructure.

The major infrastructure necessary to serve the future development of the Specific Plan has been defined in detail in the various technical appendices and other sections of this document. This section will discuss each category of infrastructure in brief and includes a listing of all the individual major infrastructure projects necessary to serve the needs of the future population, along with discussion on the general timing requirements for each general category of infrastructure. Table 9.1-1 lists the Project Responsibility Costs of the major infrastructure to be funded as outlined in the Financing Plan.

TABLE 9.1-1

COST ESTIMATE SUMMARY

| CATEGORY | PROJECT RESPONSIBILITY | | | |
|---|---|---|---|---|
| | TOTAL NOTES | NOTES | PHASE 1 | NOTES |
| ROADWAYS | $22,222,000 | | $11,535,000 | |
| SANITARY SEWER | $ 1,650,000 | | $ 1,512,000 | |
| WATER | $ 7,048,000 | | $ 1,845,000 | |
| STORM DRAINAGE | $ 5,394,000 | | $ 2,686,000 | |
| PARKS | $ 5,566,000 | | $ 2,632,000 | |
| FIRE STATION AND EQUIPMENT | $ 1,875,000 | | $ 913,000 | (2) |
| LIBRARY | $ 893,000 | | $ 539,000 | (2) |
| TRANSIT | $ 1,368,000 | | $ 527,000 | (2) |
| SCHOOLS | $41,696,000 | (1) | $10,200,000 | (3) |
| TOTAL COSTS | $87,712,000 | | $32,389,000 | |

NOTES:

1. Per the Elk Grove Unified School District. These facility costs will be funded through a combination of school impact fees, Mello-Roos CFD bonds and State Funding.

2. Phase 1 amounts for Fire, Library and Transit are based on the 2,588 Phase 1 Dwelling Units times the estimated fee for each noted facility category. The timing of construction of facilities will depend upon the plans of the various agencies.

3. Assumes one elementary school will be constructed in Phase 1. The cost of an elementary school is $10.2M according to EGUSD.

Additional facilities necessary to support the proposed development on a regional scale are discussed, but not specifically listed as individual capital facilities as they are addressed in other regional master plans.

The CIP list includes Phase 1 projects and costs. Phase 1 is defined as those facilities necessary to serve the parcels on which Tentative Maps are being processed concurrently with the Specific Plan.

This Financing Plan will be incorporated into the larger Elk Grove/West Vineyard Financing Plan as part of a regularly scheduled Plan update. Once included in the Elk Grove/West Vineyard Financing Plan, development within East Elk Grove will participate in financing area-wide public facilities, as well as facilities described in this Financing Plan.

## 9.2 TRANSPORTATION AND CIRCULATION

### 9.2.1. GENERAL

Section Five of this document and the Transportation Element Technical Analysis provide a comprehensive discussion of the necessary transportation and circulation infrastructure for this project. This category of infrastructure can further be sub-categorized as follows:

- Roadway Improvements;
- Bicycle-Pedestrian Pathways; and
- Transit.

### 9.2.2. ROADWAY IMPROVEMENTS

#### (a) Capital Improvements

Roadway improvements constitute a majority of the improvement projects in the Capital Improvement Program (CIP). The roadway portion of the CIP (Table 9.2-1) lists the individual improvement projects for roadway related facilities. These projects include segments of roadways, intersections, interchanges, and bridge widenings, etc. The scope of the traffic analysis is finitely described in that document.

Similar to the roadway funding program defined in the Elk Grove-West Vineyard Public Facilities Financing Plan, the Specific Plan CIP typically funds interior lanes of major roadways, and private development is responsible for the outside eleven feet of pavement and curb, gutter and sidewalk. Two exceptions to this program are proposed in the Specific Plan CIP. They are:

(1) Along Park and Open Space areas, the outside eleven feet of pavement and the curb and gutter (curb lane) will be funded by the roadway component of the development fee. Costs for right-of-way acquisition for sections of curb lane have been included in the Capital Improvement Program.

(2) Because Elk Grove Boulevard will have a "reduced" pavement width, private funding of the curb lane is not required.

Table 9 of the Transportation Element Technical Analysis (Traffic Study) identifies the improvements needed to mitigate the impacts of the full buildout of the Specific Plan on the existing road system. Several of the roadway and intersection improvements have not been included in the CIP because they will be funded by other sources.

Showing the funding sources for roadways, Table 9.2-2, includes the estimated total cost of the improvements and indicates the amounts funded by various existing funding sources, and the remaining amount to be funded.

The Financing Plan details the approach to the funding of roadway improvements. In summary, a subzone of the Elk Grove-West Vineyard Public Facilities Financing Plan (EGWV PFFP) will be created for the Specific Plan area. The Specific Plan CIP will be funded by roadway fees collected from this sub-zone.

Costs were estimated utilizing the per unit costs developed for the adopted Elk Grove-West Vineyard Public Facilities Financing Plan where applicable. Some modification and supplemental cost estimates were utilized as necessary.

(b) **Phasing Considerations**

The ordering of individual project improvements on the CIP list was developed with input from the County Transportation Division based on the results of the traffic study and the County's knowledge of priorities. Off-site improvements on Elk Grove Boulevard through Old Town and on Bond Road at the railroad tracks have been identified as top priorities.

# TABLE 9.2-1

**Roads Portion**

**East Elk Grove Specific Plan**
**Capital Improvements Program**

2/6/96
2VER12ALXLS
7487-0

**COST SUMMARY**

Unit Prices include 30% allowance (consistent w/ EGWV PFFP) as follows: Inspection (9%), Testing (1%), Design and Const. Surveys (5%), Engineering (10%), Contingency (5%).

| Priority | Adjacent to EEGSP or Offsite | Road | Segment | Description | Quantity | Unit | Unit Price | Total Estimated Project Cost | Comments |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Offsite | Prelim. Design Cost for E. G. Blvd. | Waterman to Elk Grove - Florin Rd. | Estimated at 5% of Total Estimated Costs | 1 | L.S. | $69,600.00 | $69,600 | |
| 1a | | Financing Plan Preparation Reimbursement | | | 1 | L.S. | $210,000.00 | $210,000 | |
| 2 | Offsite | Elk Grove Blvd. | Kent to Second Street | 3 lanes (one each way w/ two way center left) | 1 | L.S. | $794,200.00 | $794,200 | Reduced by 5% Preliminary design (Item 1) |
| 3 | | Financing Plan Preparation Reimbursement | | | 1 | L.S. | $210,000.00 | $210,000 | |
| 4 | Offsite | Elk Grove Blvd. / Railroad | AT GRADE CROSSING | Relocate signals for 3 lane section | 1 | L.S. | $190,000.00 | $190,000 | Reduced by 5% Preliminary design (Item 1) |
| 5 | Offsite | Elk Grove Blvd. | Second Street to E. G. - Florin Rd. | 3 lanes (one each way w/ two way center left) | 1 | L.S. | $90,250.00 | $90,250 | Reduced by 5% Preliminary design (Item 1) |
| 6 | | Financing Plan Preparation Reimbursement | | | 1 | L.S. | $210,000.00 | $210,000 | |
| 7 | Offsite | Elk Grove Blvd. / E. G. - Florin Rd. | INTERSECTION | Widen east leg | 1 | L.S. | $62,700.00 | $62,700 | Reduced by 5% Preliminary design (Item 1) |
| 8 | Offsite | Elk Grove Blvd. | Waterman to Webb | 3 lanes (one each way w/ two way center left) | 1 | L.S. | $185,250.00 | $185,250 | Reduced by 5% Preliminary design (Item 1) |
| 9 | Offsite | Bond / Elk Grove Florin | INTERSECTION | Widen east leg | 1 | L.S. | $150,000.00 | $150,000 | |
| 10 | Adjacent | Bond Road | Laguna Creek Bridge to 1000' east | 2 lanes, shoulders and median = 44' | 1000 | L.F. | $265.00 | $265,000 | 44' to replace ex. 34' due to sewer impact |
| 11 | Adjacent | Bond Road | Adjacent to E. G. Crossing | 2 lanes, shoulders and median = 44' | 2660 | L.F. | $265.00 | $719,900 | Includes $15K for turn lanes |
| 11a | Adjacent | Bond Road | Adjacent to E. G. Crossing | Curb Lane along Open Space Frontage | 1 | L.S. | $13,400.00 | $13,400 | |
| 12 | Adjacent | Elk Grove Blvd. / Waterman Road | INTERSECTION | 4x4 intersection widening | 1 | L.S. | $576,000.00 | $576,000 | 50% EGWV 2001/02 |
| 13 | Adjacent | Elk Grove Blvd. / Waterman Road | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | 50% EGWV 2001/02 |
| 14 | Adjacent | Elk Grove Blvd. | Town Green Roadway | 1 lane construction, north and south | 2000 | L.F. | $150.00 | $300,000 | Assumes 500' diameter circle |
| 14a | Adjacent | Elk Grove Blvd. | Town Green Roadway | Curb Lane along Open Space Frontage | 1 | L.S. | $75,500.00 | $75,500 | |
| 14b | Adjacent | Elk Grove Blvd. | Town Green Roadway | Landscaping (5.2 ac@$45,000/ac. + $50,000) | 1 | L.S. | $284,000.00 | $284,000 | |
| 15 | Adjacent | Elk Grove Blvd. | Town Center to Bradshaw Road | 2 lanes, shoulders and median = 48' | 3500 | L.F. | $281.00 | $1,003,500 | ROW costs not included, Includes $20k for turn l |
| 16 | Adjacent | Bond Road / Waterman Road | INTERSECTION | 4 x 4 Intersection widening | 1 | L.S. | $576,000.00 | $576,000 | 50% EGWV 1998/99 |
| 17 | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | Widen to 32' (Partial widening) | 2800 | L.F. | $55.00 | $154,000 | 50% EGWV 2003/04 |
| 18 | Adjacent | Waterman Road | Adjacent to Waterman Ranch | 3 lanes, shoulders, no median = 44' | 670 | L.F. | $235.00 | $167,450 | Includes $10K for turn lanes |
| 19 | Adjacent | Waterman Road | Waterman Ranch to Windsor Downs | 3 lanes, shoulders, no median = 44' | 660 | L.F. | $235.00 | $165,100 | ROW costs not included, Includes $10k for turn |
| 20 | Adjacent | Waterman Road | Adjacent to Windsor Downs | 3 lanes, shoulders, no median = 44' | 830 | L.F. | $235.00 | $195,050 | |
| 21 | Adjacent | Bradshaw Road | W. portion adjacent to E. G. Crossing | 22' west of centerline, no median | 1060 | L.F. | $117.50 | $124,550 | |
| 22 | Adjacent | Bradshaw Road | N. and S. of Elk Grove Crossing | 3 lanes, shoulders, no median = 44' | 3300 | L.F. | $235.00 | $775,500 | Excludes Portion adjacent to Elk Grove Crossir |
| 22a | Adjacent | Bradshaw Road | N. and S. of Elk Grove Crossing | Curb Lane along Open Space Frontage | 1 | L.S. | $12,100.00 | $12,100 | |
| 23 | Adjacent | Bradshaw Road | E. portion adjacent to E. G. Crossing | 22' east of centerline, no median | 1060 | L.F. | $117.50 | $124,550 | |
| 24 | Adjacent | Bond Road / Waterman Road | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | 50% EGWV 1998/99 |
| 25 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | Partial Turn Lanes | 1 | L.S. | $200,000.00 | $200,000 | |
| 26 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 27 | Offsite | Bradshaw | Sheldon to Calvine | 3 lanes, shoulders, no median = 44' | 4380 | L.F. | $235.00 | $1,029,300 | |
| 28 | Offsite | Bradshaw | Bond to Sheldon | 3 lanes, shoulders, no median = 44' | 4380 | L.F. | $235.00 | $1,029,300 | |
| 29 | Adjacent | Elk Grove Blvd / Bradshaw Rd. | INTERSECTION | 4 X4 Intersection widening | 1 | L.S. | $576,000.00 | $576,000 | |
| 30 | Adjacent | Mosher Road / Waterman Road | INTERSECTION | Turn lane east - Partial Widening | 1 | L.S. | $60,000.00 | $60,000 | |
| 31 | Adjacent | Mosher Road / Grant Line Road | INTERSECTION | Turn lane north - Partial Widening | 1 | L.S. | $60,000.00 | $60,000 | |
| 32 | Adjacent | Road 8 / Elk Grove Blvd | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 33 | Adjacent | Road 10 / Elk Grove Blvd | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 34 | Adjacent | Road 17 / Bond Road | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 35 | Adjacent | Waterman Road | Grant Line Rd. To Waterman Ranch | 3 lanes, shoulders, no median = 44' | 6680 | L.F. | $235.00 | $1,524,800 | Reduced by $60K (Partial Widening); Includes $15K for turn lanes |
| | | | | Subtotal Phase 1 | | | | $12,807,000 | |
| END PHASE 1 / BEGIN PHASE 2 | | | | | | | | | |

**Roads Portion**

# TABLE 9.2-1

## East Elk Grove Specific Plan
## Capital Improvements Program

2/6/96
2VER12AL.XLS
7487-0

### COST SUMMARY

Unit Prices include 30% allowance (consistent w/ EGWV PFFP) as follows: Inspection (9%), Testing (1%), Design and Const. Surveys (5%), Engineering (10%), Contingency (5%).

| Priority | Adjacent to EEGSP or Offsite | Road | Segment | Description | Quantity | Unit | Unit Price | Total Estimated Project Cost | Comments |
|---|---|---|---|---|---|---|---|---|---|
| 35a | Adjacent | Waterman Road | Grant Line Rd. To Waterman Ranch | Curb Lane along Open Space Frontage | 1 | L.S. | $173,500.00 | $173,500 | |
| 36 | Offsite | Grant Line Rd. / E. Stockton | INTERSECTION | | 1 | L.S. | $130,000.00 | $130,000 | |
| 37 | Adjacent | Bond Road | Laguna Creek Bridge widening | 4 lanes incl intersection widening | 12700 | S.F. | $80.00 | $1,016,000 | Portion not included in EGWV 2000/01 |
| 37a | Adjacent | Bond Road | Laguna Creek to Elk Grove Crossing | Curb Lane along Open Space Frontage | 1 | L.S. | $15,600.00 | $15,600 | |
| 38 | Adjacent | Waterman Road | Laguna Creek Bridge widening | 4 lanes incl intersection widening | 11500 | S.F. | $80.00 | $920,000 | Portion included in EGWV 2000/01 @ 50% |
| 39 | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | 2 lanes, shoulders and median = 44' | 4650 | L.F. | $265.00 | $1,098,250 | 50% EGWV 2003/04; Reduced by $154k (Partial Widening) Includes $20K for turn lanes |
| 39a | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | Curb Lane along Open Space Frontage | 1 | L.S. | $253,300.00 | $253,300 | |
| 40 | Offsite | Grant Line Road | Waterman to 600' west | 3 lanes, shoulders, no median = 44' | 600 | L.F. | $235.00 | $141,000 | |
| 41 | Offsite | Grant Line / Railroad | AT GRADE CROSSING | | 1 | L.S. | $200,000.00 | $200,000 | |
| 42 | Adjacent | Mosher Road / Waterman Road | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 43 | Adjacent | Bond Road | Waterman Road to Bradshaw Road | 3660' east of Bridge to Bradshaw Int'x widening | 870 | L.F. | $265.00 | $230,550 | |
| 44 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | 4x4 intersection widening | 1 | L.S. | $576,000.00 | $576,000 | |
| 45 | Adjacent | Bradshaw Road | Grant Line Road to Elk Grove Blvd | 3 lanes, shoulders, no median = 44' | 2570 | L.F. | $235.00 | $603,950 | |
| 45a | Adjacent | Bradshaw Road | Grant Line Road to Elk Grove Blvd | Curb Lane along Open Space Frontage | 1 | L.S. | $17,900.00 | $17,900 | |
| 46 | Adjacent | Elk Grove Blvd / Bradshaw Rd. | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 47 | Offsite | Sheldon Road | Waterman to Bradshaw | 3 lanes, shoulders, no median = 44' | 4380 | L.F. | $235.00 | $1,029,300 | |
| 48 | Offsite | Sheldon / Hwy 99 | INTERCHANGE | | 1 | L.S. | $16,521,270 | $19,023,600 | Fund 7% of Future Growth & EGWV Shares ($16 |
| 49 | Adjacent | Grant Line Rd. / Waterman Rd. | INTERSECTION | 4x6 (3 leg) intersection widening | 1 | L.S. | $510,750.00 | $510,750 | |
| 50 | Adjacent | Grant Line Rd. / Waterman Rd. | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 51 | Offsite | Bradshaw / Sheldon | INTERSECTION | 4 X4 intersection widening, w/ signal | 1 | L.S. | $680,000.00 | $680,000 | |
| 52 | Offsite | Waterman / Sheldon | INTERSECTION | 4 X4 intersection widening, w/ signal | 1 | L.S. | $680,000.00 | $680,000 | $340k = Future Growth Share; EGWV Share = $34 |
| 53 | Offsite | Waterman Road | Sheldon to Calvine | 2 lanes, shoulders and median = 44' | 4380 | L.F. | $265.00 | $1,034,000 | $517k = Future Growth Share; EGWV Share = $51 |
| 54 | Offsite | Waterman Road | Bond to Sheldon | 2 lanes, shoulders and median = 44' | 4380 | L.F. | $265.00 | $1,010,500 | $505k = Future Growth Share; EGWV Share = $50 |
| 55 | Offsite | Bond / Grant Line | INTERSECTION | 4x6 (3 leg) intersection widening, w/ signal | 1 | L.S. | $589,000.00 | $589,000 | Estimated at 3/4 of 4x6 cost ($785,000) |
| 56 | Adjacent | Grant Line Rd. / Bradshaw Rd. | INTERSECTION | 4x6 (3 leg) intersection widening | 1 | L.S. | $510,750.00 | $510,750 | |
| 57 | Adjacent | Grant Line Rd. / Bradshaw Rd. | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 58 | Adjacent | Grant Line Road | Waterman to Bradshaw | 6 lane widening (incl median) | 7220 | L.F. | $370.00 | $2,621,400 | Reduced by $60K (Partial Widening); Includes $10K for turn lanes |
| 58a | Adjacent | Grant Line Road | Waterman to Bradshaw | Curb Lane along Open Space Frontage | 1 | L.S. | $67,200.00 | $67,200 | |
| 59 | Adjacent | Bond Rd (Waterman to Bradshaw) | INTERSECTION | Traffic Signal (potential future) | 1 | L.S. | $104,000.00 | $104,000 | |
| 60 | Adjacent | Waterman Rd (EG Blvd to Mosher) | INTERSECTION | Traffic Signal (potential future) | 1 | L.S. | $104,000.00 | $104,000 | |
| 61 | Adjacent | Waterman Rd. (Bond to EG Blvd) | INTERSECTION | Traffic Signal installation | 1 | L.S. | $104,000.00 | $104,000 | |
| 62 | Adjacent | Waterman Road | North of Elk Grove Blvd. | Soundwalls westerly residential frontage | 400 | L.F. | $50.00 | $20,000 | |
| 63 | Adjacent | Waterman Road | South of Elk Grove Blvd. | Soundwalls westerly residential frontage | 1000 | L.F. | $50.00 | $50,000 | |
| 64 | Adjacent | Grant Line (Waterman to Bradshaw | INTERSECTION | Traffic Signal | 1 | L.S. | $104,000.00 | $104,000 | |
| 65 | Offsite | Contribution to Grant Line/Hwy 99 | INTERCHANGE | | 1 | L. S. | $19,023,600 | $19,023,600 | |
| | | | | Subtotal Phase 2 | | | | $53,058,150 | |
| | | | | TOTALS | | | | $65,865,150 | |

# TABLE 9.2-2

**Roads Portion**

## East Elk Grove Specific Plan
## Capital Improvements Program

`2/6/
2VER12AL.)
748.

### FUNDING SOURCES

Unit Prices include 30% allowance (consistent w/ EGWV PFFP) as follows: Inspection (9%), Testing (1%),
Design and Const. Surveys (5%), Engineering (10%), Contingency (5%).

| Priority | Adjacent to EEGSP or Offsite | Road | Segment | Description | Total Estimated Project Cost | FUNDING SOURCES: Amount Currently Funded by EGWV, Dev. Fee or Other Sources | Currently Unfunded Balance | ASSIGNED EEGSP SHARE % | ASSIGNED EEGSP SHARE $ | Future Funding by Other Sources | CUMULATIVE EEGSP COST | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Offsite | Prelim. Design Cost for E. G. Blvd. | Waterman to Elk Grove - Florin Rd. | Estimated at 5% of Total Estimated Costs | $69,600 | $0 | $69,600 | 100% | $69,600 | $0 | $69,600 | |
| 1a | | Financing Plan Preparation Reimbursement | | | $210,000 | $0 | $210,000 | 100% | $210,000 | $0 | $279,600 | |
| 2 | Offsite | Elk Grove Blvd. | Kent to Second Street | 3 lanes (one each way w/ two way center left | $794,200 | $0 | $794,200 | 100% | $794,200 | $0 | $1,073,800 | Reduced by 5% Preliminary design (Item 1) |
| 3 | | Financing Plan Preparation Reimbursement | | | $210,000 | $0 | $210,000 | 100% | $210,000 | $0 | $1,283,800 | |
| 4 | Offsite | Elk Grove Blvd. / Railroad | AT GRADE CROSSING | Relocate signals for 3 lane section | $190,000 | $0 | $190,000 | 100% | $190,000 | $0 | $1,473,800 | Reduced by 5% Preliminary design (Item 1) |
| 5 | Offsite | Elk Grove Blvd. | Second Street to E. G. - Florin Rd. | 3 lanes (one each way w/ two way center left | $90,250 | $0 | $90,250 | 100% | $90,250 | $0 | $1,564,050 | Reduced by 5% Preliminary design (Item 1) |
| 6 | | Financing Plan Preparation Reimbursement | | | $210,000 | $0 | $210,000 | 100% | $210,000 | $0 | $1,774,050 | |
| 7 | Offsite | Elk Grove Blvd. / E. G. - Florin Rd. | INTERSECTION | Widen east leg | $62,700 | $0 | $62,700 | 100% | $62,700 | $0 | $1,836,750 | Reduced by 5% Preliminary design (Item 1) |
| 8 | Offsite | Elk Grove Blvd. | Waterman to Webb | 3 lanes (one each way w/ two way center left | $185,250 | $0 | $185,250 | 100% | $185,250 | $0 | $2,022,000 | Reduced by 5% Preliminary design (Item 1) |
| 9 | Offsite | Bond / Elk Grove Florin | INTERSECTION | Widen east leg | $150,000 | $0 | $150,000 | 100% | $150,000 | $0 | $2,172,000 | |
| 10 | Adjacent | Bond Road | Laguna Creek Bridge to 1000' east | 2 lanes, shoulders and median = 44' | $265,000 | $0 | $265,000 | 100% | $265,000 | $0 | $2,437,000 | 44' to replace ex. 34' due to sewer impact |
| 11 | Adjacent | Bond Road | Adjacent to E. G. Crossing | 2 lanes, shoulders and median = 44' | $719,900 | $0 | $719,900 | 100% | $719,900 | $0 | $3,156,900 | Includes $15K for turn lanes |
| 11a | Adjacent | Bond Road | Adjacent to E. G. Crossing | Curb Lane along Open Space Frontage | $13,400 | $0 | $13,400 | 100% | $13,400 | $0 | $3,170,300 | |
| 12 | Adjacent | Elk Grove Blvd. / Waterman Road | INTERSECTION | 4x4 Intersection widening | $576,000 | $288,000 | $288,000 | 100% | $288,000 | $0 | $3,458,300 | 50% EGWV 2001/02 |
| 13 | Adjacent | Elk Grove Blvd. / Waterman Road | INTERSECTION | Traffic Signal | $104,000 | $52,000 | $52,000 | 100% | $52,000 | $0 | $3,510,300 | 50% EGWV 2001/02 |
| 14 | Adjacent | Elk Grove Blvd. | Town Green Roadway | 1 lane construction, north and south | $300,000 | $0 | $300,000 | 100% | $300,000 | $0 | $3,810,300 | Assumes 500' diameter circle |
| 14a | Adjacent | Elk Grove Blvd. | Town Green Roadway | Curb Lane along Open Space Frontage | $75,500 | $0 | $75,500 | 100% | $75,500 | $0 | $3,885,800 | |
| 14b | Adjacent | Elk Grove Blvd. | Town Green Roadway | Landscaping (5.2 ac@$45,000/ac. + $50,000) | $284,000 | $0 | $284,000 | 100% | $284,000 | $0 | $4,169,800 | |
| 15 | Adjacent | Elk Grove Blvd. | Town Center to Bradshaw Road | 2 lanes, shoulders and median = 48' | $1,003,500 | $0 | $1,003,500 | 100% | $1,003,500 | $0 | $5,173,300 | ROW costs not included. Includes $20k for turn l |
| 16 | Adjacent | Bond Road / Waterman Road | INTERSECTION | 4 x 4 Intersection widening | $576,000 | $288,000 | $288,000 | 100% | $288,000 | $0 | $5,461,300 | 50% EGWV 1998/99 |
| 17 | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | Widen to 32' (Partial widening) | $154,000 | $77,000 | $77,000 | 100% | $77,000 | $0 | $5,538,300 | 50% EGWV 2003/04 |
| 18 | Adjacent | Waterman Road | Adjacent to Waterman Ranch | 3 lanes, shoulders, no median = 44' | $167,450 | $0 | $167,450 | 100% | $167,450 | $0 | $5,705,750 | Includes $10K for turn lanes |
| 19 | Adjacent | Waterman Road | Waterman Ranch to Windsor Downs | 3 lanes, shoulders, no median = 44' | $165,100 | $0 | $165,100 | 100% | $165,100 | $0 | $5,870,850 | ROW costs not included. Includes $10k for turn l |
| 20 | Adjacent | Waterman Road | Adjacent to Windsor Downs | 3 lanes, shoulders, no median = 44' | $195,050 | $0 | $195,050 | 100% | $195,050 | $0 | $6,065,900 | |
| 21 | Adjacent | Bradshaw Road | W. portion adjacent to E. G. Crossing | 22' west of centerline, no median | $124,550 | $0 | $124,550 | 100% | $124,550 | $0 | $6,190,450 | |
| 22 | Adjacent | Bradshaw Road | N. and S. of Elk Grove Crossing | 3 lanes, shoulders, no median = 44' | $775,500 | $0 | $775,500 | 100% | $775,500 | $0 | $6,965,950 | Excludes Portion adjacent to Elk Grove Crossin |
| 22a | Adjacent | Bradshaw Road | N. and S. of Elk Grove Crossing | Curb Lane along Open Space Frontage | $12,100 | $0 | $12,100 | 100% | $12,100 | $0 | $6,978,050 | |
| 23 | Adjacent | Bradshaw Road | E. portion adjacent to E. G. Crossing | 22' east of centerline, no median | $124,550 | $0 | $124,550 | 100% | $124,550 | $0 | $7,102,600 | |
| 24 | Adjacent | Bond Road / Waterman Road | INTERSECTION | Traffic Signal | $104,000 | $52,000 | $52,000 | 100% | $52,000 | $0 | $7,154,600 | 50% EGWV 1998/99 |
| 25 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | Partial Turn Lanes | $200,000 | $0 | $200,000 | 100% | $200,000 | $0 | $7,354,600 | |
| 26 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $7,458,600 | |
| 27 | Offsite | Bradshaw | Sheldon to Calvine | 3 lanes, shoulders, no median = 44' | $1,029,300 | $0 | $1,029,300 | 75% | $771,975 | $257,325 | $8,230,575 | |
| 28 | Offsite | Bradshaw | Bond to Sheldon | 3 lanes, shoulders, no median = 44' | $1,029,300 | $0 | $1,029,300 | 75% | $771,975 | $257,325 | $9,002,550 | |
| 29 | Adjacent | Elk Grove Blvd / Bradshaw Rd. | INTERSECTION | 4 X4 Intersection widening | $576,000 | $0 | $576,000 | 100% | $576,000 | $0 | $9,578,550 | |
| 30 | Adjacent | Mosher Road / Waterman Road | INTERSECTION | Turn lane east - Partial Widening | $60,000 | $0 | $60,000 | 100% | $60,000 | $0 | $9,638,550 | |
| 31 | Adjacent | Mosher Road / Grant Line Road | INTERSECTION | Turn lane north - Partial Widening | $60,000 | $0 | $60,000 | 100% | $60,000 | $0 | $9,698,550 | |
| 32 | Adjacent | Road 8 / Elk Grove Blvd | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $9,802,550 | |
| 33 | Adjacent | Road 10 / Elk Grove Blvd | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $9,906,550 | |
| 34 | Adjacent | Road 17 / Bond Road | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $10,010,550 | |
| 35 | Adjacent | Waterman Road | Grant Line Rd. To Waterman Ranch | 3 lanes, shoulders, no median = 44' | $1,524,800 | $0 | $1,524,800 | 100% | $1,524,800 | $0 | $11,535,350 | Reduced by $60K (Partial Widening); Includes $15K for turn lanes |
| | | | | Subtotal Phase 1 | $12,807,000 | $767,000 | $12,060,000 | | $11,535,350 | $614,650 | | |
| END PHASE 1 / BEGIN PHASE 2 | | | | | | | | | | | | |

**Roads Portion**

# TABLE 9.2-2

## East Elk Grove Specific Plan
## Capital Improvements Program

2/6/96
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### FUNDING SOURCES

| Priority | Adjacent to EEGSP or Offsite | Road | Segment | Description | Total Estimated Project Cost | FUNDING SOURCES: Amount Currently Funded by EGWV, Dev. Fee or Other Sources | Currently Unfunded Balance | ASSIGNED EEGSP SHARE % | ASSIGNED EEGSP SHARE $ | Future Funding by Other Sources | CUMULATIVE EEGSP COST | Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Unit Prices include 30% allowance (consistent w/ EGWV PFFP) as follows: Inspection (9%), Testing (1%), Design and Const. Surveys (5%), Engineering (10%), Contingency (5%). | | | | | | | | | | | | |
| 35a | Adjacent | Waterman Road | Grant Line Rd. To Waterman Ranch | Curb Lane along Open Space Frontage | $173,500 | $0 | $173,500 | 100% | $173,500 | $0 | $11,708,850 | |
| 36 | Offsite | Grant Line Rd. / E. Stockton | INTERSECTION | | $130,000 | $0 | $130,000 | 100% | $130,000 | $0 | $11,838,850 | |
| 37 | Adjacent | Bond Road | Laguna Creek Bridge widening | 4 lanes incl intersection widening | $1,016,000 | $0 | $1,016,000 | 100% | $1,016,000 | $0 | $12,854,850 | Portion not included in EGWV 2000/01 |
| 37a | Adjacent | Bond Road | Laguna Creek to Elk Grove Crossing | Curb Lane along Open Space Frontage | $15,600 | $0 | $15,600 | 100% | $15,600 | $0 | $12,870,450 | |
| 38 | Adjacent | Waterman Road | Laguna Creek Bridge widening | 4 lanes incl intersection widening | $920,000 | $460,000 | $460,000 | 100% | $460,000 | $0 | $13,330,450 | Portion included in EGWV 2000/01 @ 50% |
| 39 | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | 2 lanes, shoulders and median = 44' | $1,098,250 | $549,125 | $549,125 | 100% | $549,125 | $0 | $13,879,575 | 50% EGWV 2003/04; Reduced by $154k (Partial Widening) Includes $20K for turn lanes |
| 39a | Adjacent | Waterman Road | Elk Grove Blvd. to Bond Road | Curb Lane along Open Space Frontage | $253,300 | $0 | $253,300 | 100% | $253,300 | $0 | $14,132,875 | |
| 40 | Offsite | Grant Line Road | Waterman to 600' west | 3 lanes, shoulders, no median = 44' | $141,000 | $0 | $141,000 | 50% | $70,500 | $70,500 | $14,203,375 | |
| 41 | Offsite | Grant Line / Railroad | AT GRADE CROSSING | | $200,000 | $0 | $200,000 | 50% | $100,000 | $100,000 | $14,303,375 | |
| 42 | Adjacent | Mosher Road / Waterman Road | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $14,407,375 | |
| 43 | Adjacent | Bond Road | Waterman Road to Bradshaw Road | 3660' east of Bridge to Bradshaw Int'x widening | $230,550 | $0 | $230,550 | 100% | $230,550 | $0 | $14,637,925 | |
| 44 | Adjacent | Bond Road / Bradshaw Road | INTERSECTION | 4x4 Intersection widening | $576,000 | $0 | $576,000 | 100% | $576,000 | $0 | $15,213,925 | |
| 45 | Adjacent | Bradshaw Road | Grant Line Road to Elk Grove Blvd | 3 lanes, shoulders, no median = 44' | $603,950 | $0 | $603,950 | 100% | $603,950 | $0 | $15,817,875 | |
| 45a | Adjacent | Bradshaw Road | Grant Line Road to Elk Grove Blvd | Curb Lane along Open Space Frontage | $17,900 | $0 | $17,900 | 100% | $17,900 | $0 | $15,835,775 | |
| 46 | Adjacent | Elk Grove Blvd / Bradshaw Rd. | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $15,939,775 | |
| 47 | Offsite | Sheldon Road | Waterman to Bradshaw | 3 lanes, shoulders, no median = 44' | $1,029,300 | $0 | $1,029,300 | 5% | $51,465 | $977,835 | $15,991,240 | |
| 48 | Offsite | Sheldon / Hwy 99 | INTERCHANGE | | $19,023,600 | $14,067,230 | $4,956,370 | 7% | $1,156,489 | $3,799,881 | $17,147,729 | Fund 7% of Future Growth & EGWV Shares ($16.9 |
| 49 | Adjacent | Grant Line Rd. / Waterman Rd. | INTERSECTION | 4x6 (3 leg) Intersection widening | $510,750 | $0 | $510,750 | 50% | $255,375 | $255,375 | $17,403,104 | |
| 50 | Adjacent | Grant Line Rd. / Waterman Rd. | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 50% | $52,000 | $52,000 | $17,455,104 | |
| 51 | Offsite | Bradshaw / Sheldon | INTERSECTION | 4 X4 Intersection widening, w/ signal | $680,000 | $0 | $680,000 | 50% | $340,000 | $340,000 | $17,795,104 | |
| 52 | Offsite | Waterman / Sheldon | INTERSECTION | 4 X4 Intersection widening, w/ signal | $680,000 | $340,000 | $340,000 | 50% | $170,000 | $170,000 | $17,965,104 | $340k = Future Growth Share; EGWV Share = $34 |
| 53 | Offsite | Waterman Road | Sheldon to Calvine | 2 lanes, shoulders and median = 44' | $1,034,000 | $517,000 | $517,000 | 50% | $258,500 | $258,500 | $18,223,604 | $517k = Future Growth Share; EGWV Share = $51 |
| 54 | Offsite | Waterman Road | Bond to Sheldon | 2 lanes, shoulders and median = 44' | $1,010,500 | $505,250 | $505,250 | 50% | $252,625 | $252,625 | $18,476,229 | $505k = Future Growth Share; EGWV Share = $50 |
| 55 | Offsite | Bond / Grant Line | INTERSECTION | 4x6 (3 leg) Intersection widening, w/ signal | $589,000 | $0 | $589,000 | 50% | $294,500 | $294,500 | $18,770,729 | Estimated at 3/4 of 4x6 cost ($785,000) |
| 56 | Adjacent | Grant Line Rd. / Bradshaw Rd. | INTERSECTION | 4x6 (3 leg) Intersection widening | $510,750 | $0 | $510,750 | 50% | $255,375 | $255,375 | $19,026,104 | |
| 57 | Adjacent | Grant Line Rd. / Bradshaw Rd. | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 50% | $52,000 | $52,000 | $19,078,104 | |
| 58 | Adjacent | Grant Line Road | Waterman to Bradshaw | 6 lane widening (incl median) | $2,621,400 | $0 | $2,621,400 | 50% | $1,310,700 | $1,310,700 | $20,388,804 | Reduced by $60K (Partial Widening); Includes $10K for turn lanes |
| 58a | Adjacent | Grant Line Road | Waterman to Bradshaw | Curb Lane along Open Space Frontage | $67,200 | $0 | $67,200 | 100% | $67,200 | $0 | $20,456,004 | |
| 59 | Adjacent | Bond Rd (Waterman to Bradshaw) | INTERSECTION | Traffic Signal (potential future) | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $20,560,004 | |
| 60 | Adjacent | Waterman Rd (EG Blvd to Mosher) | INTERSECTION | Traffic Signal (potential future) | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $20,664,004 | |
| 61 | Adjacent | Waterman Rd. (Bond to EG Blvd) | INTERSECTION | Traffic Signal Installation | $104,000 | $0 | $104,000 | 100% | $104,000 | $0 | $20,768,004 | |
| 62 | Adjacent | Waterman Road | North of Elk Grove Blvd. | Soundwalls westerly residential frontage | $20,000 | $0 | $20,000 | 100% | $20,000 | $0 | $20,788,004 | |
| 63 | Adjacent | Waterman Road | South of Elk Grove Blvd. | Soundwalls westerly residential frontage | $50,000 | $0 | $50,000 | 100% | $50,000 | $0 | $20,838,004 | |
| 64 | Adjacent | Grant Line (Waterman to Bradshaw | INTERSECTION | Traffic Signal | $104,000 | $0 | $104,000 | 50% | $52,000 | $52,000 | $20,890,004 | |
| 65 | Offsite | Contribution to Grant Line/Hwy 99 | INTERCHANGE | | $19,023,600 | $0 | $19,023,600 | 7% | $1,331,652 | $17,691,948 | $22,221,656 | |
| | | | | Subtotal Phase 2 | $63,058,160 | $16,438,605 | $36,619,845 | | $10,686,306 | $25,933,239 | | |
| | | | | TOTALS | $66,865,160 | $17,195,605 | $48,669,845 | | $22,221,656 | $26,447,889 | | |

### 9.2.3. BICYCLE/PEDESTRIAN PATHWAYS

#### (a) Capital Improvements

Bicycle/Pedestrian pathways are included along all major roadway sections proposed in the CIP, and are therefore included as part of those individual projects. These facilities comply with existing County standards. Ultimate improvement of the standard roadway cross-section will provide both an on-street bikeway and a detached meandering sidewalk.

In addition to these on-street bicycle facilities, trails within the Open Space corridors, along the north/south open space corridor and drainage channel corridors, are included in the Capital Improvement Plans for Park Development and Storm Drainage. (See corresponding CIP's.)

These facilities are described in greater detail in Section Five, Transportation and Circulation, of this document.

#### (b) Phasing Considerations

Construction of bicycle/pedestrian pathways internal to the project will be phased depending on the type and location of the facility. On-street facilities will be built with the construction of project specific frontage improvements along the major roadways. Trails in the north/south Open Space corridor and along drainage channels are proposed to be funded by the Specific Plan sub-zone of the EGWV PFFP park fee component and will be constructed by the Elk Grove CSD as funds become available. The EGWV PFFP typically does not fund trail improvements; however, the Specific Plan proponents have agreed to pay a higher fee in order to fund powerline Open Space trails within the Specific Plan area.

Construction of the pathway along drainage channels will generally be done at the time the drainage channel segment is constructed. (See phasing of drainage improvements in this section.)

### 9.2.4. TRANSIT FACILITIES

#### (a) Capital Improvements

Transit facilities for this project consist of major and minor bus stops. Major bus stops include a shelter, a turnout, and signage. Construction of these transit stops will include signage and in some cases, standard pavement widening. These facilities are considered part of the required frontage improvements associated with the development of individual fronting properties and are therefore not listed in the Capital Improvement Program.

A park-and-ride facility will be funded by the Specific Plan at a location to be determined depending on the outcome of ongoing discussions with Regional Transit. The park-and-ride will be added to the transit CIP in a future update to the Elk Grove-West Vineyard Public Facilities Financing Plan (EGWV PFFP). The Specific Plan area will pay EGWV PFFP the transit development fees. The EGWV PFFP transit fee will be adjusted in a future update to include the East Elk Grove development base.

**(b) Phasing Considerations**

Phasing of the bus stop facilities will be dependent upon the construction of adjacent projects with frontage on these major arterial or thoroughfare roadways. Regional Transit will determine the construction timing of the bus shelters based on RT's implementation of bus routes to serve the area.

## 9.3. WATER FACILITIES

### 9.3.1. GENERAL

Facilities necessary to provide domestic water service to this project are defined in Section Seven, Infrastructure Master Plans, of this document and the County Water Agencies Zone 40 Master Plan Update.

The extent of these facilities includes extension of Zone 40 Transmission mains, storage facilities, and supplemental groundwater wells and treatment facilities. They also include turn-out structures which will meter and deliver wholesale water to the Elk Grove Water Works distribution system.

### 9.3.2. CAPITAL IMPROVEMENTS

The facilities listed in the Water System Capital Improvement Program table (Table 9.3-1) include regional facilities (which will also serve areas outside the Specific Plan area), off-site improvements, and adjacent or on-site improvements. They include an extension of the existing Zone 40 Transmissions system to the project boundaries, and additional extension of that Transmission main system along the adjacent arterial roadways. They also include turn-out valves and meters at key locations which will deliver wholesale water to the Elk Grove Water Works distribution system. Regional facilities, including a storage facility, a central groundwater treatment facility, and a field of groundwater wells and raw water transmission mains, have been included in this Capital Improvement Program. Together with the construction of the distribution mains, this system provides adequate domestic water service to all areas of the Specific Plan.

The CIP listing does not include internal Elk Grove Water Works distribution mains which will be constructed to serve individual development projects. Some off-site construction of these distribution mains may therefore be necessary for any given individual development project.

The major facilities required to serve this project will be funded by development with appropriate credit and/or reimbursement from Zone 40 of the Sacramento County Water Agency.

### 9.3.3. PHASING CONSIDERATIONS

Phasing of water transmission and distribution facilities will involve extension of the existing Zone 40 transmission mains to and along the project boundaries and construction of several of the turn-out valves and meters as a first phase construction project. The size of the transmission mains will provide adequate water supplies without the construction of additional supplemental wells and treatment facilities.

Additional extension of the transmission main system and additional turn-out valves and meters can occur as projects fronting the routes for these facilities are constructed.

Extension of the local distribution systems from the turn-out valve locations will be the responsibility of the individual and separate development projects within the Specific Plan area. This may involve off-site extensions which benefit other fronting properties. This situation is consistent with current development practices within the Elk Grove Water Works District.

Utilities Portion

# TABLE 9.3-1
## East Elk Grove Specific Plan
## Capital Improvements Program

| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| WATER SYSTEM IMPROVEMENTS | | | | | | | |
| | | | | | | | |
| REGIONAL SUPPLY IMPROVEMENTS | | | | | | | |
| 1. | Wells (incl raw water pipelines) | 3 | E.A. | $350,000.00 | $1,312,500 | | Future Phase |
| 2. | Treatment Plant Facility | 1 | E.A. | $1,000,000.00 | $1,250,000 | | Future Phase |
| 3. | 3MG Storage Tanks | 1 | E.A. | $1,500,000.00 | $1,875,000 | | Future Phase |
| | SUBTOTAL REGIONAL SUPPLY | | | | $4,437,500 | | |
| | | | | | | | |
| TRANSMISSION AND DISTRIBUTION IMPROVEMENTS | | | | | | | |
| | | | | | | | |
| 1. | Zone 40 Transmission System | | | | | | |
| 1.a | Bond Road Transmission Main | | | | | | |
| | 24" Water T-Main (Waterman to Road 17) | 2800 | L.F. | $69.00 | $241,500 | $241,500 | Yes |
| | 24" Water T-Main (Road 17 to Bradshaw) | 2500 | L.F. | $69.00 | $215,625 | | Yes |
| | 24" T-Main (Offsite; Elk Grove-Florin to Waterman) | 5280 | L.F. | $69.00 | $455,400 | $455,400 | Yes |
| | ROW / Easement (Value to be determined, if necessary) | | AC. | | | | No |
| | | | | | | | |
| 1.b | Waterman Road Transmission Main (TIMING OF CONSTRUCTION AND REIMBURSEMENT TO BE DETERMINED) | | | | | | |
| | 30" Water T-Main | 2500 | L.F. | $93.00 | $290,625 | $290,625 | Yes |
| | 24" Water T-Main | 1600 | L.F. | $69.00 | $138,000 | $138,000 | Yes |
| | 18" Water T-Main | 2500 | L.F. | $52.00 | $162,500 | $162,500 | Yes |
| | 16" Water T-Main | 2700 | L.F. | $41.00 | $138,375 | $138,375 | Yes |
| | | | | | | | |
| 1.c | Bradshaw Road Transmission Main | | | | | | |
| | 20" Water T-Main | 3250 | L.F. | $60.00 | $243,750 | | Yes |
| | 16" Water T-Main | 4000 | L.F. | $41.00 | $205,000 | | Yes |
| | | | | | | | |
| 1.d | Turn-Out Valves & Meters | | | | | | |
| | Permanent-Future | 1 | E.A. | $80,000.00 | $100,000 | | Yes |
| | Permanent 1st Phase | 1 | E.A. | $80,000.00 | $100,000 | $100,000 | Yes |
| | | | | | | | |
| | SUBTOTAL ZONE 40 TRANSMISSION IMPROVEMENTS (REIMBURSABLE) | | | | $2,290,775 | $1,526,400 | |
| | | | | | | | |
| | Temporary 1st Phase Turn Out Meter (NON-REIMBURSABLE) | 1 | E.A. | $20,000.00 | $25,000 | $25,000 | No |
| | Elk Grove Blvd. -12" Water main (NON-REIMBURSABLE) | 5280 | L.F. | $30.00 | $198,000 | $198,000 | No |
| | | | | | | | |
| | TOTAL ZONE 40 TRANSMISSION IMPROVEMENTS | | | | $2,513,775 | $1,749,400 | |
| | | | | | | | |
| | | | | | | | |
| 2. | Elk Grove Water Works Distribution System | | | | | | |
| 2.a | Cross Connection To Existing EGWW System @ Waterman Road | 1 | L.S. | $6,600.00 | $8,250 | $8,250 | CIAC Tax not Included |
| 2.b | 12" Water main | 2350 | L.F. | $30.00 | $88,125 | $88,125 | CIAC Tax not Included |
| 2.c | Water System Within Proposed Internal Roadways | | | | $0 | | Individual Project Responsibility |
| | | | | | | | |
| | SUBTOTAL ELK GROVE WATER WORKS IMPROVEMENTS (NON-REIMBURSABLE | | | | $96,375 | $96,375 | |
| | | | | | | | |
| | SUBTOTAL TRANSMISSION AND DISTRIBUTION IMPROVEMENTS | | | | $2,610,150 | $1,845,775 | |
| | | | | | | | |
| | TOTAL WATER SYSTEM COSTS | | | | $7,047,650 | $1,845,775 | |

## 9.4. SANITARY SEWER IMPROVEMENTS

### 9.4.1. GENERAL

Sanitary sewer facilities required to serve the project site are presented in Section Seven, Infrastructure Master Plans, of this document and the technical Appendix I. These facilities consist of sanitary sewer trunk facilities connecting to three existing trunk facilities immediately east of the project.

The extent of these facilities is consistent with that of other standard urban development projects. The projects listed provide service availability to the majority of individually owned properties within the Specific Plan area. Upstream lateral extensions of these systems, consistent with the standards of the County Sewer Ordinance and Improvement Standards, will provide a complete sanitary sewer collection system serving the future needs of all projected land uses within the Specific Plan.

### 9.4.2. CAPITAL IMPROVEMENTS

The proposed trunk facilities have been listed on Table 9.4-1, the Sanitary Sewer section of the Capital Improvement Program.

Costs have been estimated utilizing County Sanitation District One trunk reimbursement amounts. These costs include manholes and appurtenances.

### 9.4.3. PHASING CONSIDERATIONS

Phasing of sanitary sewer facilities is driven by the phasing of individual development projects within the area which require service. The first project will require extension of the trunk and lateral facilities necessary to serve it and proposed upstream developments. Current County development standards requires the extension of these facilities to the upstream boundary of the project phase constructing them.

Advance construction of trunk facilities is funded by development with an existing system of credits against future trunk connection fees and reimbursements for additional amounts beyond those credits. The Financing Plan discusses funding issues in greater detail.

Utilities Portion

# TABLE 9.4-1
## East Elk Grove Specific Plan
## Capital Improvements Program

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| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| SANITARY SEWER IMPROVEMENTS (TRUNK FACILITIES ONLY) | | | | | | | |
| SHED "A" (North) Trunk System | | | | | | | |
| 1.a | 15" Sanitary Sewer, Bond Road, A1 to A10 (30' to 40' deep) | 1100 | L.F. | $161.00 | $221,375 | $221,375 | Yes |
| 1.b | 15" Sanitary Sewer, Bond Road, A1 to A10 (20' to 30' deep) | 1700 | L.F. | $80.00 | $170,000 | $170,000 | Yes |
| 1.c | ROW / Easements (Value to be determined, if necessary) | | | | | | No |
| 1.d | 15" Sanitary Sewer, Road 16, A10 to A4 (20' to 30' deep) | 1800 | L.F | $80.00 | $180,000 | $180,000 | Yes |
| 2. | Shed Area "A" Interim Trunk Outfall | | | | | | |
| 2.a | 15" Sanitary Sewer, Bond Road Exist outfall to A1 (20' to 30' deep) | 2500 | L.F. | $80.00 | $250,000 | $250,000 | No |
| 2.b | ROW / Easements (Value to be determined, if necessary) | | | | | | No |
| | SUBTOTAL SHED "A" (Reimbursable) | | | | $571,375 | $571,375 | |
| | SUBTOTAL SHED "A" (Non-Reimbursable) | | | | $250,000 | $250,000 | |
| | SUBTOTAL SHED "A" (Total) | | | | $821,375 | $821,375 | |
| SHED "B" (Central) Trunk System | | | | | | | |
| 3.a | 15" San Sewer, EG Blvd, B3 to B3A (10' to 20' deep) | 2300 | L.F. | $52.00 | $149,500 | $149,500 | Yes |
| 3.b | 15" San Sewer, B1 to B1A (20' to 30' deep) | 1600 | L.F. | $69.00 | $138,000 | | Yes |
| 3.c | 15" San Sewer, Waterman Rd., B2 to B3 ( 20' deep) | 2350 | L.F. | $66.00 | $193,875 | $193,875 | Yes |
| 3.d | 18" San. Sewer, Waterman Road (20' to 30' deep) | 2520 | L.F. | $90.00 | $283,500 | $283,500 | Yes |
| 3.e | 21" San. Sewer, Waterman Road (20' to 30' deep) | 500 | L.F. | $102.00 | $63,750 | $63,750 | Yes |
| 3.f | ROW / Easements (Value to be determined, if necessary) | | | | | | No |
| | SUBTOTAL SHED "B" (Reimbursable) | | | | $828,625 | $690,625 | |
| | SUBTOTAL SHED "B" (Non-Reimbursable) | | | | $0 | $0 | |
| | SUBTOTAL SHED "B" (Total) | | | | $828,625 | $690,625 | |
| SHED "C" (Southern) Trunk System | | | | | | | |
| | NO TRUNK FACILITIES ARE ANTICIPATED IN SHED "C" | | | | | | |
| | TOTAL (Reimbursable) | | | | $1,400,000 | $1,262,000 | |
| | TOTAL (Non-Reimbursable) | | | | $250,000 | $250,000 | |
| | TOTAL (Total) | | | | $1,650,000 | $1,512,000 | |
| Revised 1-31-96 | | | | | | | |

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## 9.5. DRAINAGE FACILITIES

### 9.5.1. GENERAL

Drainage, flood control, and urban stormwater quality facilities required for the development within the Specific Plan area are defined in Section Seven, Infrastructure Master Plans, of this document and technical Appendix J, Drainage Master Plan.

The extent of these facilities include construction of open channel modification and improvement, combined flood control, and urban stormwater quality detention basins, roadway culverts, and trunk drainage pipe systems to serve the proposed development.

### 9.5.2. CAPITAL IMPROVEMENTS

The improvement projects listed in the drainage CIP (Table 9.5-1) are separated by drainage shed for clarity. They are separated into construction components for ease of recombination into construction component totals.

Included in the Capital Improvement listing are costs for acquisition of certain lands which will be funded by public financing. Together with the other items, this listing of improvements provides a full spectrum of the required improvements necessary to provide drainage, flood protection, and urban stormwater quality services to the developing properties within the Specific Plan area.

Extension of the storm drainage pipe network upstream of the trunk pipe system listed in this CIP by separate and individual development projects will be necessary to complete the system. Identification of this extended system is beyond the scope of the Specific Plan process. These systems, as well as modifications to portions of the trunk pipe system, will be developed by these individual development projects as they are proposed.

### 9.5.3. PHASING CONSIDERATIONS

Phasing of drainage and flood control improvements will require construction of certain portions of the open channel modifications, roadway culverts, and combined stormwater quality and flood control basins. The scope of the phased improvements will be defined by the point of discharge of the development project being constructed. Such improvements will have to be constructed in their entirety along the reach of channel defined from this discharge point to the downstream terminus of the project, where it ties into existing facilities with adequate capacity and configuration to handle the upstream flows.

The Northern watershed involves the relocation of the existing low flow channel. As such, construction of the reach from Bond Road to the point at which the relocation begins will be necessary. Construction of the cross road culverts can be delayed until the need for the roadway crossing materializes. Urban development within the basin will require construction of the stormwater quality basin as a first phase project. This basin does not have a designated flood control component.

The Central watershed is served by connection to an existing downstream pipe system. This system will require construction of portions of the urban stormwater quality and flood control detention basins as development which creates the need for them is constructed. The outlet works configured in the ultimate condition and the gravity connection to the downstream pipe system will have to be constructed as a first phase improvement. Land acquisition should also be considered during the first phase. Basin capacity, landscaping, and the maintenance pathway can be implemented on an incremental basis as needed by private development projects.

The Southern watershed involves significant modification of the existing channel, including relocation of the downstream portion. First phase improvements will include an incremental portion of the detention basin which will meet the requirements of the first phase individual development projects. The culverts under Waterman Road and the detention basin inlet and outlet works from the adjacent channel will have to be constructed as part of this first phase. The schedule of channel modifications is dependent on the timing in which various parcels develop. Land acquisition for the detention basin should be considered part of the first phase. The culverts at the internal roadway crossings can be delayed until the need for the road materializes. The detention facility and associated landscaping and maintenance path can be constructed on an incremental basis as projects requiring additional capacity are constructed.

Storm drainage trunk pipe systems will be constructed on an individual development project basis consistent with current County policies and procedures.

Most of the facilities included in this Capital Improvement Program table are funded by standard County Trunk Drainage Fees. Expenditure of funds to construct trunk facilities will result in credits of storm drainage trunk fees and a reimbursement agreement for amounts in excess of available credits.

# TABLE 9.5-1
## East Elk Grove Specific Plan
## Capital Improvements Program



| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| STORM DRAINAGE IMPROVEMENTS | | | | | | | |
| ON-SITE (ADJACENT) IMPROVEMENTS | | | | | | | |
| NORTHERN SHED IMPROVEMENTS | | | | | | | |
| 1. | Northern Shed Drainage Channel - 190 ft Wide Corridor | | | | | | |
| | *Bond Road to Road 18* | | | | | | |
| 1.a | Excavation | 60000 | CY | $3.15 | $236,250 | $236,250 | Yes |
| 1.b | Wetlands Mitigation & Irr. | 7 | AC | $10,000.00 | $87,500 | $87,500 | Yes |
| 1.c | Channel Landscaping (3150 lf @ 50' wide, both sides) | 315000 | S.F. | $0.15 | $59,063 | $59,063 | Yes |
| | *Upstream of Road 18* | | | | | | |
| 1.a | Excavation | 25000 | CY | $3.15 | $98,438 | | Yes |
| 1.b | Wetlands Mitigation & Irr. | 3 | AC | $10,000.00 | $37,500 | | Yes |
| 1.c | Channel Landscaping (1210 lf @ 50' wide, both sides) | 121000 | S.F. | $0.15 | $22,688 | | Yes |
| 2. | Bond Road Culverts | | | | | | |
| 2.a | Extend Existing Twin 9'x5' Boxes | 35 | L.F. | $825.00 | $36,094 | $36,094 | Yes |
| 2.b | Twin 7'x6' Boxes | 86 | L.F. | $570.00 | $61,275 | $61,275 | Yes |
| 2.c | Reinf. Conc. Headwalls | 2 | EA | $25,000.00 | $62,500 | $62,500 | Yes |
| 2.d | 24" Pipe - Ponding outlet | 1400 | LF | $40.00 | $70,000 | $70,000 | Yes |
| 2.e | Inlet and Outlet Structures for Ponding Outlet Pipe | 1 | EA | $5,000.00 | $6,250 | $6,250 | Yes |
| 3. | Road 17 Culverts | | | | | | |
| 3.a | (3) 9' x 5' Culverts | 52 | L.F. | $1,200.00 | $78,000 | $78,000 | No |
| 3.b | Reinf. Conc. Headwall | 2 | EA | $25,000.00 | $62,500 | $62,500 | No |
| 4. | Road 18 Culverts | | | | | | |
| 4.a | (3) 8' x 5' Culverts | 52 | L.F. | $1,000.00 | $65,000 | $65,000 | No |
| 4.b | Reinf. Conc. Headwall | 2 | EA | $25,000.00 | $62,500 | $62,500 | No |
| 5. | Northern Shed Water Quality Basin | | | | | | |
| 5.a | Excavation | 2500 | CY | $3.15 | $9,844 | $9,844 | Yes |
| 5.b | Pump Station | 1 | L.S. | $50,000.00 | $62,500 | $62,500 | Yes |
| 5.c | Inlet Structure | 1 | L.S. | $10,000.00 | $12,500 | $12,500 | Yes |
| 5.d | Gravity Outlet Structure | 1 | L.S. | $12,000.00 | $15,000 | $15,000 | Yes |
| 5.e | Maintenance Road | 10000 | S.F. | $0.40 | $5,000 | $5,000 | Yes |
| 5.f | Landscaping | 1 | L.S. | $10,000.00 | $12,500 | $12,500 | Yes |
| 5.g | Land Aquisition (Value to be determined by appraisal) | 6.2 | AC | | | | Yes |
| 6a. | Trunk Storm Drain Pipe System (PHASE 1) | 1 | L.S. | $0.00 | $0 | | Yes |
| 6b. | Trunk Storm Drain Pipe System (FUTURE PHASES) | 1 | L.S. | $487,235.50 | $609,044 | $609,044 | Yes |
| | **SUBTOTAL NORTHERN SHED (Reimbursable)** | | | | **$1,503,944** | **$1,345,319** | |
| | **SUBTOTAL NORTHERN SHED (Non-Reimbursable)** | | | | **$268,000** | **$268,000** | |
| | **SUBTOTAL NORTHERN SHED (Total)** | | | | **$1,771,944** | **$1,613,319** | |

Utilities Portion

# TABLE 9.5-1
## East Elk Grove Specific Plan
## Capital Improvements Program

| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| CENTRAL SHED IMPROVEMENTS | | | | | | | |
| 1. | Central Shed Flood Control/Water Quality Basin No.1 (South) | | | | | | |
| 1.a | Excavation | 28000 | CY | $3.15 | $110,250 | $110,250 | Yes |
| 1.b | Gravity Outlet Structure | 1 | L.S. | $8,000.00 | $10,000 | $10,000 | Yes |
| 1.c | Maintenance Path | 15600 | .S.F. | $0.45 | $8,775 | $8,775 | Yes |
| 1.d | Landscaping | 1 | L.S. | $10,000.00 | $12,500 | $12,500 | Yes |
| 1.e | Land Aquisition (Value to be determined by appraisal) | 4.9 | AC | | | | Yes |
| | | | | | | | |
| 2. | Central Shed Flood Control/Water Quality Basin No.2 (North) | | | | | | |
| 2.a | Excavation | 29000 | CY | $3.15 | $114,188 | $114,188 | Yes |
| 2.b | Gravity Outlet Structure | 1 | L.S. | $6,000.00 | $7,500 | $7,500 | Yes |
| 2.c | Maintenance Path | 17800 | S.F. | $0.45 | $10,013 | $10,013 | Yes |
| 2.d | Landscaping | 1 | L.S. | $10,000.00 | $12,500 | $12,500 | Yes |
| 2.e | Land Aquisition (Value to be determined by appraisal) | 6 | AC | | | | Yes |
| | | | | | | | |
| 3a. | Trunk Storm Drain Pipe System (PHASE 1) | 1 | L.S. | $431,440.00 | $539,300 | $539,300 | Yes |
| 3b. | Trunk Storm Drain Pipe System (FUTURE PHASES) | 1 | L.S. | $142,582.50 | | | Yes |
| | | | | | | | |
| | **SUBTOTAL CENTRAL SHED (Reimbursable)** | | | | **$825,025** | **$825,025** | |
| | **SUBTOTAL CENTRAL SHED (Non-Reimbursable)** | | | | **$0** | **$0** | |
| | **SUBTOTAL CENTRAL SHED (Total)** | | | | **$825,025** | **$825,025** | |

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# TABLE 9.5-1
## East Elk Grove Specific Plan
## Capital Improvements Program



| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| | SOUTHERN SHED IMPROVEMENTS | | | | | | |
| | Most Downstream 1250'± segment | | | | | | |
| 1.a | Excavation | 26000 | CY | $3.15 | $102,375 | | Yes |
| 1.b | Wetlands Mitigation & Irr. | 3 | AC | $10,500.00 | $39,375 | | Yes |
| 1.c | Channel Landscaping (1250 lf @ 50' wide, both sides) | 125000 | S.F. | $0.15 | $23,438 | | Yes |
| | Upstream 1750'± segment | | | | | | |
| 1.a | Excavation | 38000 | CY | $3.15 | $149,625 | | Yes |
| 1.b | Wetlands Mitigation & Irr. | 4.3 | AC | $10,500.00 | $56,438 | | Yes |
| 1.c | Channel Landscaping (1750 lf @ 50' wide, both sides) | 175000 | S.F. | $0.15 | $32,813 | | Yes |
| 2. | Southern Shed Drainage Channel - 135 ft Wide Corridor | | | | | | |
| 2.a | Excavation, Including clear and grub | 31000 | CY | $3.15 | $122,063 | | Yes |
| 2.b | Wetlands Mitigation & Irrigation | 6.9 | AC | $10,500.00 | $90,563 | | Yes |
| 2.c | Channel Landscaping (2900 lf @ 50' wide, both sides) | 290000 | S.F. | $0.15 | $54,375 | | Yes |
| 3. | Southern Shed Drainage Channel - 125 ft Wide Corridor | | | | | | |
| 3.a | Excavation | 10000 | CY | $3.15 | $39,375 | | Yes |
| 3.b | Wetlands Mitigation & Irrigation | 2.1 | AC | $10,500.00 | $27,563 | | Yes |
| 3.c | Channel Landscaping (690 lf @ 50' wide, both sides) | 69000 | S.F. | $0.15 | $12,938 | | Yes |
| 4. | Waterman Road Culverts | | | | | | |
| 4.a | Twin 10'x6' Box Culverts | 86 | L.F. | $1,000.00 | $107,500 | | Yes |
| 4.b | Reinf. Conc. Headwall | 2 | EA | $25,000.00 | $62,500 | | Yes |
| 5. | Road 20 Culverts ( Approx. 1300 ft . u.s. Waterman Road) | | | | | | |
| 5.a | (3) 9' x 5' Culverts | 70 | L.F. | $1,200.00 | $105,000 | | No |
| 5.b | Reinf. Conc. Headwall | 2 | EA | $25,000.00 | $62,500 | | No |
| 6. | Road 22 Culverts ( Approx. 2500 ft . u.s. Waterman Road) | | | | | | |
| 6.a | (3) 8' x 5' Culverts | 52 | L.F. | $10,000.00 | $650,000 | | No |
| 6.b | Reinf. Conc. Headwall | 2 | EA | $25,000.00 | $62,500 | | No |
| 7. | Southern Shed Flood Control/Water Quality Basin | | | | | | |
| 7.a | Excavation-Future (one-half) | 45000 | CY | $3.15 | $177,188 | | Yes |
| 7.a | Excavation-Phase 1 (one-half) | 45000 | CY | $3.15 | $177,188 | $177,188 | Yes |
| 7.b | Inlet Structure (Incl. Shut-Off Device) | 1 | L.S. | $30,000.00 | $37,500 | | Yes |
| 7.c | Water Quality Outlet Structure | 1 | L.S. | $5,000.00 | $6,250 | | Yes |
| 7.d | Flood Control Outlet Structure | 1 | L.S. | $15,000.00 | $18,750 | | Yes |
| 7.e | Flood Control Weir Erosion Protection | 1 | L.S. | $12,000.00 | $15,000 | | Yes |
| 7.f | Maintenace Path (Future Portion) | 5800 | S.F. | $0.45 | $3,263 | | Yes |
| 7.f | Maintenace Path (Phase 1 Portion) | 22200 | S.F. | $0.45 | $12,488 | $12,488 | Yes |
| 7.g | Landscaping | 1 | L.S. | $10,000.00 | $12,500 | $12,500 | Yes |
| 7.h | Land Aquisition - Within Powerline Esmt - Phase 1 (Value to be determined | 6 | AC | | | | Yes |
| 7.h | Land Aquisition - West of Powerline Esmt - Future (Value to be determined) | 1.6 | AC | | | | Yes |
| 7.h | Land Aquisition - West of Powerline Esmt - Phase 1 (Value to be determine | 0.4 | AC | | | | Yes |
| 8.a | Trunk Storm Drain Pipe System (PHASE 1) | 1 | L.S. | $0.00 | $0 | | Yes |
| 8.b | Trunk Storm Drain Pipe System (FUTURE PHASES) | 1 | L.S. | $392,064.50 | $490,081 | | Yes |

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Utilities Portion

# TABLE 9.5-1
## East Elk Grove Specific Plan
## Capital Improvements Program

| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost (Including Allowance) | Estimated First Phase EEGSP CIP Cost | Creditable against Fees or Reimbursible / Comments |
|---|---|---|---|---|---|---|---|
| | Allowance for Contingency, Design, Surveys and Inspection = | 25% | | | | | |
| 9. | TEMPORARY IMPROVEMENTS (NON-REIMBURSIBLE) | | | | | | |
| | Temp. Daylight Channel | 11000 | L.S. | $2.00 | $27,500 | $27,500 | No |
| | Temp. Culvert under Waterman Road | 1 | L.S. | $15,000.00 | $18,750 | $18,750 | No |
| | Drainage Easement Aquisition (Value to be determined) | 1.4 | AC. | | | | No |
| | SUBTOTAL SOUTHERN SHED (Reimbursable) | | | | $1,871,143 | $202,175 | |
| | SUBTOTAL SOUTHERN SHED (Non-Reimbursable) | | | | $926,250 | $46,250 | |
| | SUBTOTAL SOUTHERN SHED (Total) | | | | $2,797,393 | $248,425 | |
| | TOTAL ALL SHEDS (Reimbursable) | | | | $4,200,113 | $2,372,519 | |
| | TOTAL ALL SHEDS (Non-Reimbursable) | | | | $1,194,250 | $314,250 | |
| | TOTAL ALL SHEDS (Total) | | | | $5,394,363 | $2,686,769 | |
| Revised 1-30-96 | | | | | | | |

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## 9.6. DRY UTILITIES

Electrical, telephone, natural gas, and cable television facilities are not part of the Capital Improvement Program. Standard development practices for extension of these facilities to serve individual separate development projects within the Specific Plan area will be utilized.

## 9.7. PARKS AND RECREATION FACILITIES

### 9.7.1. CAPITAL IMPROVEMENTS

Table 9.7-1 outlines a Capital Improvement Program for park facilities. Items traditionally funded by the Elk Grove-West Vineyard Public Facilities Financing Plan (EGWV PFFP) are development of basic park improvements for park acreage dedicated as a result of the Quimby Act and a Community Center. In addition, the East Elk Grove Financing Plan proposes other items to be funded by additional fees: Powerline Open Space Trails and Landscaping, Drainage Corridor Trails, Tot Lots and portions of roadways adjacent to Parks and Open Spaces. These additional items will be funded with an additional park fee assessed against development in the Specific Plan area. Other areas of the EGWV PFFP will not be required to pay this additional fee.

Basic improvements to Quimby Act park acreage include finish grading, basic drainage facilities, turf and irrigation, and minor tree planting, consistent with the level of improvements identified in the adopted Elk Grove-West Vineyard Public Facilities Financing Plan.

### 9.7.2. PHASING CONSIDERATIONS

Park development phasing will be under the control of the Elk Grove CSD. That agency will keep an accounting of development within the area and schedule park improvements to correspond to the level of development. Alternatively, development may front the cost of Park improvements and receive a fee credit or reimbursement agreement. Agreements for developer-fronted improvements will be worked out on a case-by-case basis with the CSD.

Parks Portion

# TABLE 9.7-1
## East Elk Grove Specific Plan
## Capital Improvements Program

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| Item No. | Description | Quantity | Unit | Unit Cost | Estimated Project Cost | Estimated First Phase EEGSP CIP Cost | Funding Sources: EGWV Park Fee | EEGSP Supplemental Park Fee | Drainage Fee Portion | Notes |
|---|---|---|---|---|---|---|---|---|---|---|
| **PARK AND OPEN SPACE DEVELOPMENT** | | | | | | | | | | |
| ON-SITE (ADJACENT) IMPROVEMENTS | | | | | | | | | | |
| **Traditional Items** | | | | | | | | | | |
| 1. | Park Development Costs @ 59.3 +/- Acres | 59.3 | AC | $45,000.00 | $2,668,500 | $1,227,510 | $2,688,500 | | | Phase 1 portion estimated at 46% |
| 2. | Community Center (Project share based on 4163 Dwelling Units Equivalents) | 1 | L.S. | $536,600.00 | $536,600 | | $536,600 | | | |
| | $103.50 based on EGWV (1.16M / 11208 DUE's) | | | | | | | | | |
| | **Traditional Total** | | | | **$3,205,100** | **$1,227,510** | **$3,225,100** | **$0** | **$0** | |
| **Additional Items** | | | | | | | | | | |
| 3. | Powerline Open Space Trail System | 15800 | L.F. | $22.00 | $347,600 | $139,040 | $11,000 | $303,600 | $33,000 | Phase 1 portion estimated at 40% |
| 4. | Drainage Corridor Trail System | 11150 | L.F. | $22.00 | $245,300 | $68,684 | $61,600 | $177,100 | $6,600 | Phase 1 portion estimated at 28% |
| | | | | | | | | | | (Northern Channel approx. 3150 LF) |
| 5. | Powerline Open Space Landscaping | 1 | L.S. | $250,000.00 | $250,000 | $100,000 | | $250,000 | | Phase 1 portion estimated at 40% |
| | $0.25M / 15800 ℓ = $15.82 / ℓ | | | | | | | | | |
| 6. | Tot Lots | 10 | Each | $50,000.00 | $500,000 | $250,000 | | $500,000 | | Phase 1 portion estimated at 5 tot lots |
| 7. | Internal Road Park and Open Space Frontage Improvements | 1 | L.S. | $1,057,580 | $1,057,580 | $846,064 | | $1,057,580 | | Phase 1 portion estimated at 80% |
| | **Additional Total** | | | | **$2,400,480** | **$1,403,788** | **$72,600** | **$2,288,280** | **$39,600** | |
| | **GRAND TOTAL PARK AND OPEN SPACE DEVELOPMENT COSTS** | | | | **$5,605,580** | **$2,631,298** | **$3,297,700** | **$2,288,280** | **$39,600** | |

NOTES:
1. Refrence EEGSP Cost Summary for Trail Allocations.
2. Drainage fee portion of the trail system has been included for refrence purposes only. The related Drainage Costs are included within the Drainage Cost Summary Table.
3. First Phase Allocations to Funding Sources can be provided upon request.

Revised 1-31-96

## 9.8. FIRE PROTECTION

The Fire Department of the Elk Grove Community Services District (CSD) has indicated that all of the development within its district boundaries (including the Specific Plan) necessitates relocation and upgrading of the Pleasant Grove Fire Station. The Elk Grove-West Vineyard Public Facilities Financing Plan (EGWV PFFP) is to be updated in the future to include the new CSD fire facilities costs and a revised number of dwelling units equivalents (DUE's).

The East Elk Grove Specific Plan area will participate in funding of EGWV PFFP facilities by paying fees as discussed in the Financing Plan.

## 9.9. LIBRARY FACILITIES

Library services will be provided in capital improvement facilities previously identified in the Elk Grove-West Vineyard Public Facilities Financing Plan. This project will participate in funding of those facilities and other regional facilities as discussed in the Financing Plan.

## 9.10. SHERIFF FACILITIES

The newly constructed Sheriff sub-station on Bond Road just west of this project will provide adequate capital facilities from which to provide these services. Therefore, specific Sheriff capital improvements for this Specific Plan were not identified. Sheriff services will be provided from capital improvement facilities previously constructed.

## 9.11. SCHOOLS

Two elementary schools are proposed within the Plan area. Funding for these elementary schools will come from a combination of development impact fees, Mello-Roos CFD Bonds, and state funding. Middle and high school students will attend schools located outside the Plan area. The Elk Grove Unified School District will be responsible for determining the timing of the two elementary schools within the Specific Plan.

# SECTION TEN

# IMPLEMENTATION/ADMINISTRATION

## 10.1. PLAN REVIEW PROCEDURES

### 10.1.1. PLANNING DEPARTMENT REVIEW

The Specific Plan represents the master plan for the East Elk Grove Plan area. Subsequent to adoption of the Specific Plan, individual project applications will be reviewed to determine consistency with the Specific Plan and other regulatory documents.

Development applications will be submitted directly to the Planning Department. The Planning Department will conduct an initial review of the application for completeness and consistency with the adopted Specific Plan. The Planning Department will then forward the project application to the Department of Environmental Review and Assessment which then reviews the application from an environmental perspective. Both reviews must be completed within thirty days of receipt of the application. The applicant will be advised by DERA of any application deficiencies that must be rectified to deem the application complete. If the applicant feels that an amendment to the Specific Plan is warranted an amendment to the Specific Plan may be requested. The request must provide adequate justification. For specific amendment procedures, refer to the Amendment Procedures described in Section 10.3 below.

### 10.1.2. ENVIRONMENTAL REVIEW

In addition to project consistency with an adopted Specific Plan, any individual project application will be reviewed by DERA to determine if the necessary information has been provided to determine consistency with CEQA requirements. The Environmental Impact Report prepared for the East Elk Grove Specific Plan will serve as the "master" environmental assessment document for development within the Plan area. Individual project applications will be reviewed for strict consistency with the Specific Plan EIR. If strict consistency is determined and the project meets the criteria established in Section 15182 of the CEQA guidelines, DERA may determine that a separate environmental document is not required and other appropriate environmental documentation would be prepared. In all other cases, DERA shall process the application for preparation of an environmental document pursuant to established procedures.

In some cases, individual project applications may require additional environmental information beyond what was provided for the Specific Plan environmental document. For example, a more detailed wetlands delineation may be required for an individual project application. Upon review of this additional information, DERA will make a determination as to whether or not the more detailed information provides evidence that the proposed individual project will cause more significant environmental impacts beyond the scope originally anticipated during the master program analysis. If DERA determines that there would be environmental impacts beyond the scope of the original study, further environmental review and a separate environmental document may be required. Conversely, DERA may make a determination that the additional information does not raise new environmental issues and is within the scope of the original study, then an EIR will not be required and a Negative Declaration or reference to a prior document will be used to meet CEQA requirements.

Applications such as tentative maps, commercial or industrial development plans, use permits, variances and the like, will be reviewed using established Planning Department procedures. Special consideration should be given to the review of commercial and industrial development plans, particularly with respect to consistency with the overall design theme set forth in the Specific Plan design guidelines, and with General Plan goals and objectives.

The foregoing discussion details the initial project review and environmental review submittal procedures. Projects submitted for consideration will be reviewed for consistency with any development standards, design guidelines, mitigation measures and other applicable conditions of approval which were adopted as part of the Specific Plan.

## 10.2. DEVELOPMENT AGREEMENTS

Subject to the provisions of this Specific Plan, the property owners and the County may execute Development Agreements in accordance with Government Code and local ordinance. The Development Agreements will set forth the infrastructure improvements, public dedication requirements, landscaping amenities, and other contributions to be made by a property owner in return for guarantees by the County that certain land uses and densities in effect at the time of execution of the agreement will not be modified.

## 10.3. AMENDMENT PROCEDURES

Large project specific plans are adopted in a dynamic development environment, often with lengthy buildout horizons. Situations may arise where amendments to the adopted Specific Plan can be considered because of changing circumstances beyond the control of the Specific Plan. Additionally, because of unforeseen circumstances, some design guidelines or development standards may not be feasible on a particular parcel. In these situations, the procedures listed below will be followed to amend the adopted Specific Plan.

### 10.3.1. APPLICANTS

Typically, amendments to a Specific Plan will be requested by property owners. There may also be circumstances where the County may wish to request an amendment to the Plan. For example, the County may propose an amendment to the Plan to address shifting land use patterns outside the Plan area or changing demographics.

Applications for amendments submitted by property owners shall be accompanied by a Specific Plan processing fee to be determined by the Board. This fee would be in addition to existing fees for accompanying development applications.

### 10.3.2. SCOPE OF AMENDMENT

Amendments to an adopted Specific Plan should be categorized as either minor or major. This determination is to be made by the Planning Director or his/her designee. Those amendments considered major will be processed as set forth in Subsection 3 below. Minor amendments can be reviewed and acted upon by the Planning Director with no Planning Commission or Board review, unless appealed by the applicant. Section 10.3.4. of this Plan sets forth the procedures for minor amendment review. Amendments to the Specific Plan can include, but are not limited to changing land use designations, design criteria, development standards or policies. The Planning Director shall determine the limits and acceptability of any proposed amendment to the Specific Plan.

### 10.3.3. MAJOR AMENDMENTS

Applications for major amendments to the adopted Specific Plan shall conform to the requirements set forth in the Specific Plan Ordinance and Procedures and Preparation Guide, Chapter 21.14 of the Sacramento County Code. The materials and documents necessary to process a major amendment application should be consistent with those outlined in the Specific Plan Ordinance (Chapter 21.14 of the Sacramento County Code), Section 21.14.060. A detailed justification statement shall be submitted which explains in detail why an amendment to the Specific Plan is warranted. All requirements of CEQA will be applicable.

The Specific Plan processing fee, as previously mentioned, shall be submitted to cover all processing costs. Major amendments require Board of Supervisors approval, with a recommendation forwarded by the Policy Planning Commission.

A major amendment to the Plan is required when:

- A new type of land use not specifically discussed in this Specific Plan is introduced.
- Significant changes to the distribution of land uses or other changes affecting land use which may substantially affect the key planning concepts set forth in this Specific Plan.
- Significant changes to the street circulation system that would substantially alter the land use or circulation concepts set forth in this Specific Plan.
- Changes to design guidelines and/or development standards which, if adopted, would substantially change the physical character of the Plan area as envisioned by the Specific Plan.
- Any change to the Plan which could significantly increase environmental impacts.

### 10.3.4. MINOR AMENDMENTS

An amendment to the Plan is considered minor when it is determined that the amendment does not have a significant impact on the character of the Plan. Minor amendments to the Plan specifically include the application and development standards (e.g., setbacks, lot size, frontage) within the Plan, and the interpretation and implementing of design guidelines. Minor amendments may be addressed administratively, or may require public notification and hearings and approval by an appropriate authority.

*Minor Amendment - Administrative*

The Planning Director has the authority to grant a minor amendment to the Plan as an administrative matter. The Director's authority extends to the review of the initial project only, and is valid up until the issuance of the first building permit for any parcel that is created consistent with the Specific Plan.

*Minor Amendment - Formal Review*

After issuance of the first building permit for a parcel, a minor amendment to the Plan shall be subject to the review and approval of the Zoning Administrator. Property developers who desire to process a proposal for a minor amendment shall submit the appropriate application to the Planning Department. The submittal shall include:

- A detailed description of the requested amendment;
- A justification statement;

- Application processing fee; and
- Specific Plan Amendment processing fee.

Decision of the Planning Director and Zoning Administrator may be appealed to the appropriate review authority after following standard appeal procedures.

## 10.4. ENFORCEMENT

The Specific Plan includes a considerable number of development regulations and environmental mitigation measures. Assurances must be made that adequate enforcement mechanisms are in place to ensure that all adopted regulations and mitigation measures are adhered to. If a field inspection is conducted and a particular requirement has not been satisfactorily completed, or site development activities have been undertaken that are not performed as mandated in the Specific Plan and EIR, County staff may ensure completion or correction of the development activity through actions including, but not limited to, the following:

- Meeting with the project proponent to negotiate timing or corrective action in the context of established Sacramento County Planning Department Zoning Enforcement procedures.
- Issuance of a stop work order which will not be lifted until signed by the County.
- Apply the measures of any County enforcement ordinances based upon the police power to protect the public's health, safety and welfare.
- Require performance bonds for landscaping, tree preservation, wetland preservation, or other items determined appropriate by County staff.
- Revocation of use permits or other similar actions may occur if violations are discovered by County staff.
- Denial of subsequent approvals necessary to complete and occupy the project may be recommended by County staff.
- Initiation of any enforcement or penalty provisions in applicable development agreements will be carried out by County staff.
- Request for legal action by the County Counsel's office.

Sacramento County currently has an established code enforcement program to ensure that adequate and proper investigations of land use violations take place. As with any other development with conditions of approval and/or mitigation measures, complaints of violations of any Specific Plan requirements will be investigated consistent with established procedures and due process. Complaints of violations will be referred to the Sacramento County Planning Department's Zoning Enforcement Section for any violation of adopted Specific Plan regulations or associated approvals. Many of the more drastic foregoing remedies would be considered only if repeated attempts to rectify any violations go unheeded.

## 10.5. MITIGATION MONITORING

The California Environmental Quality Act requires all state and local agencies to establish reporting and monitoring programs for projects approved by a public agency whenever approval involves adoption of either a "mitigated negative declaration" or specified environmental findings related to environmental impact reports. For Sacramento County, the appropriate department for establishing and maintaining this program is the Department of Environmental Review and Assessment.

The Mitigation Monitoring and Reporting Program is intended to satisfy the requirements of CEQA as they relate to the final Environmental Impact Report for the East Elk Grove Specific Plan, prepared by DERA. This monitoring program is intended to be used by County staff and the project developers in ensuring compliance with adopted mitigation measures during project implementation.

Monitoring and documenting the implementation of mitigation measures will be coordinated by DERA staff. DERA staff will monitor mitigation implementation as outlined in the recorded MMRP for the East Elk Grove Specific Plan.

# APPENDICES

A. PROPERTY DESCRIPTION

**BOUND SEPARATELY**

B. SANITARY SEWER ANALYSIS

C. HYDROLOGICAL AND HYDRAULIC ANALYSIS

D. TRAFFIC STUDY

E. DRAFT INFRASTRUCTURE FINANCING PLAN

F. PRELIMINARY GEOTECHNICAL ENGINEERING REPORT

G. PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

H. BIOLOGICAL RESOURCES REPORT

I. ENVIRONMENTAL NOISE ANALYSIS

J. CULTURAL RESOURCES

K. FINANCING PLAN